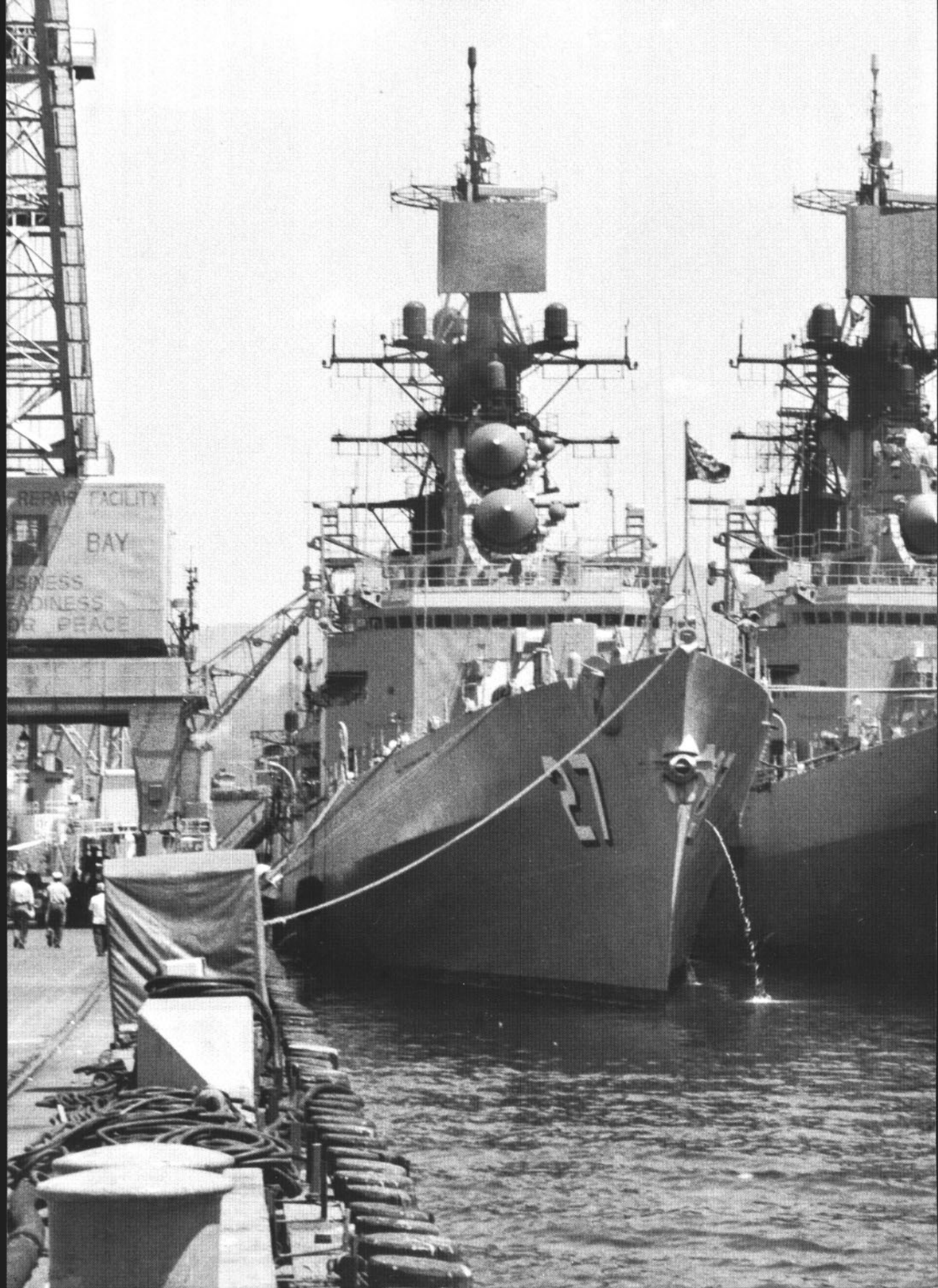


ALL HANDS



NOVEMBER 1972



ALL HANDS

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• **FRONT AND BACK COVERS:** RAINBOW OF RED, WHITE AND BLUE lights up the sky as ASW Squadron 33 (VS-33) S-2E Tracker aircraft fly in formation off the coast of California. Always a major factor of national defense, the Navy's air power can be inspiring as well as effective. Front cover photo by PH1 Robert E. Woods. Back cover photo, depicting the benefits of the Navy exchanges and commissaries, taken by PH2 R. A. Roys. See related article in this issue.

• **AT LEFT: THEY'RE NOT THE DOLLY SISTERS**—but sisters they are, and beautiful in their own way. USS Belknap (DLG 26) and USS Josephus Daniels (DLG 27), both homeported in Norfolk, Va., were not only built in numerical order, but were moored that way in this picture taken when their paths crossed sometime back in the Western Pacific. They were also the first of their class of guided missile frigates.



Naval Undersea Center

WHEN THE CHIEF OF NAVAL MATERIAL, Admiral Isaac C. Kidd asks, "What have YOU done for the Fleet today?" the Navy's Research and Development community, particularly that portion located within ADM Kidd's command, is fully aware of the admiral's thinking.

A long-time fleet commander, ADM Kidd harbors painful memories of equipment and weapons, supposedly fully tested and certified as operational, failing under rigorous conditions encountered at sea. He recalls too many frustrating instances of nondelivery of vital gear, or too-little-and-too-late. He's determined that his successors at sea will be better served, at least while he's running Naval Material.

The Naval Undersea Center (NUC), with headquarters in San Diego, has an impressive record for development of systems which answer the challenge. NUC, organized in 1967, has an impressive record for such a young (five-year) shop. This is only a partial list of NUC's scientific output:

- Developed a computer-aided system to reconstruct large-scale fleet antisubmarine warfare exercises.

- Developed improved systems of torpedo propulsion, drag reduction, guidance and control.

- Designed and conducted advanced model testing of a proposed high-speed, semisubmerged ship capable of riding 20-foot waves with little or no pitch, roll, yaw, or heave.

- Developed electronic acoustic targets that can be deployed from surface ships for submarine sonar certification trials.

- Refined arctic submarine operational techniques, including ice sheet penetrations.

- Developed CURV (Controlled Underwater Recovery Vehicle), now in its third generation configuration.

- Developed an inexpensive, remote-controlled, mobile underwater television system.

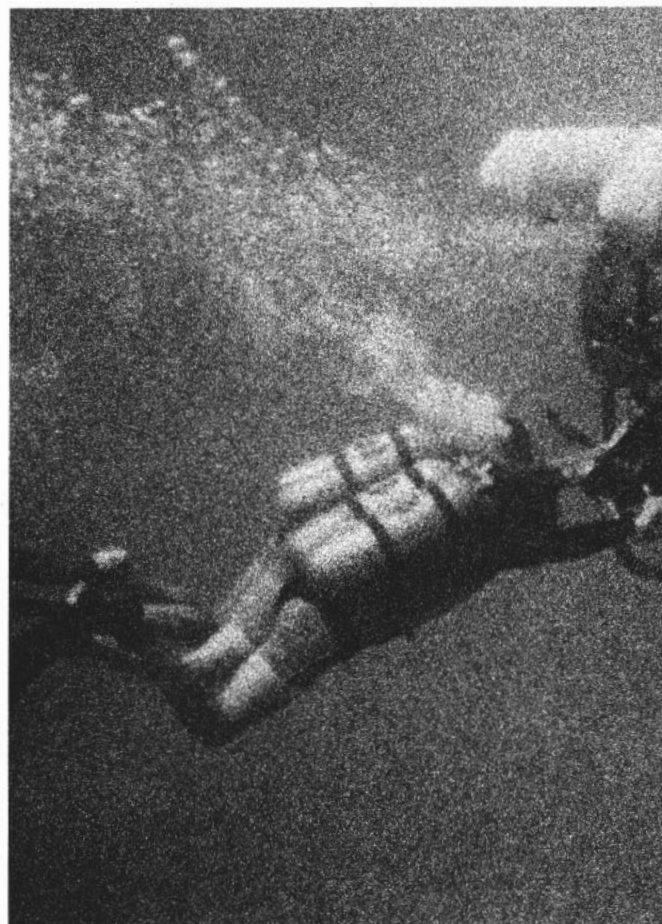
- Developed the BTV (Buoyancy Transport Vehicle) as a diver-operated "underwater forklift" to aid in undersea construction or replacement operations.

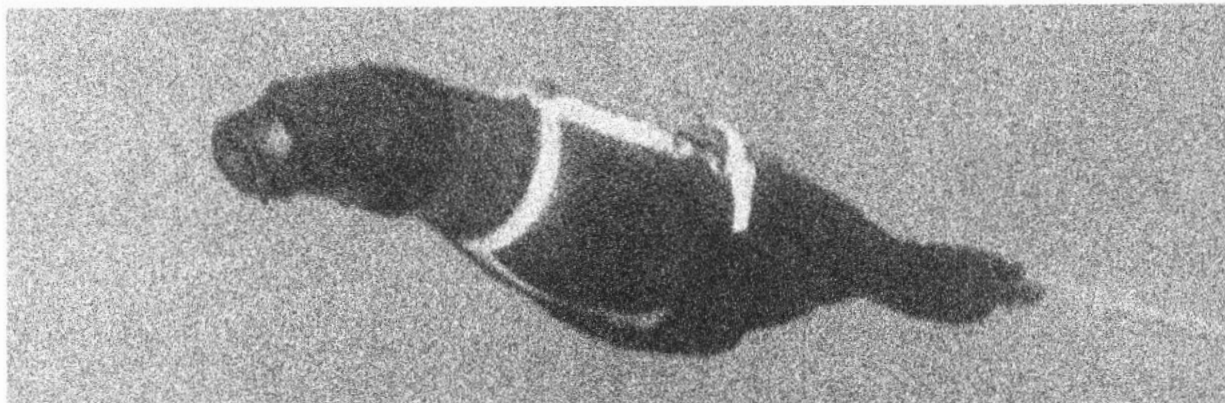
- Developed "Quick Find," an inexpensive system, now operational, employing sea lions to recover hardware from the seafloor. A still more recent adjunct of

the program has been adaptation of the Quick Find grabber device by ships' force personnel to retrieve practice torpedoes in the water from the deck of a destroyer or other recovery craft.

THE NAVAL UNDERSEA CENTER is one of the Navy's primary Research and Development activities.

The Buoyancy Transport Vehicle was designed by the Naval Undersea Center to be operated by divers at depths to 750 feet.





A sea lion tows the recovery line to an object on the sea floor demonstrating the QUICK FIND recovery system.

Headquartered on a 38-acre "campus" along the shore of San Diego harbor, it was formed in July 1967 from selected elements of the Naval Ordnance Test Station, China Lake and Pasadena, Calif., and the Navy Electronics Laboratory Center, San Diego. Part of the staff from the Marine Bioscience facility, Naval Missile Center, Point Mugu, Calif., was added later.

From those beginnings has evolved a vigorous R&D center with a staff of more than 2000, including a military contingent of approximately 300 officers

and men. The annual budget is in excess of \$65 million. The Center is a major command within the Navy, and its commander reports directly to the Chief of Naval Material.

NUC's scientific efforts are divided among six major, or "line" departments: Fleet Engineering, Weapons and Countermeasures, Ocean Sciences, Sensors and Fire Control, Ocean Technology, and Computer Sciences and Engineering.

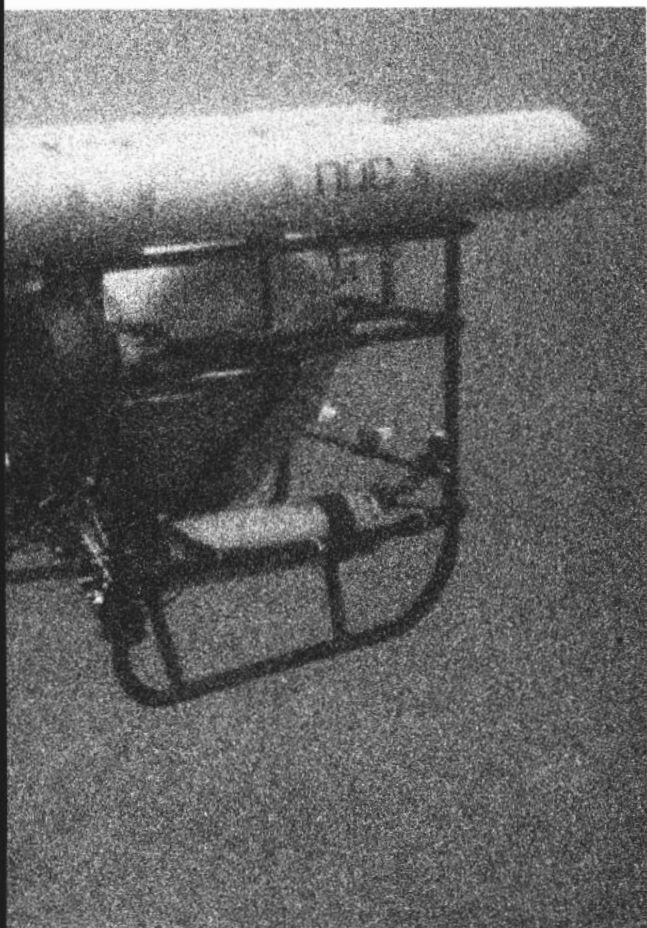
The military contingent is divided largely between San Diego and Long Beach. A few of the officers and most of the enlisted personnel are assigned to the Operations Department, which supports San Clemente Island's test operations, and mans the support craft based both in Long Beach and in San Diego. Fifteen officers are assigned to specific R&D programs where they provide a fleet-trained viewpoint, and help expedite fleet integration of new systems.

AN EXTREMELY HIGH CALIBER OF PERSONNEL is attracted by NUC. Some 423 of the staff are college graduates with BA/BS degrees, 228 others hold master's degrees, and there are 94 with PhDs. Of those holding bachelor's degrees, 351 are engineer-scientists. Two hundred and ten of the master's degree holders are research personnel, as are 92 of the 94 PhDs; disciplines represented span the engineering/science spectrum.

A new \$6.5 million five-story technology facility is under construction. It will be occupied by the command and management staff, plus various laboratory and research groups now working in more than three dozen trailers scattered about the Center.

NUC enjoys an effective duality of management. Its acting commander is a technically oriented, submarine-qualified line officer, Commander W. J. Gunn. He is enthusiastic about the duality of management and overlooks no opportunity to strengthen the working bond between military and civilian members of the staff. He puts it this way:

"Advancing the Navy's capability at sea depends on application of the Navy's best technical and tactical talent to the solution of fleet problems. The effective combination of experienced naval officers and innovative technical talent in the Navy laboratories helps



ensure the best application of our resources to the most important of those fleet problems."

THE CENTER's technical director and co-manager is Dr. William B. McLean, a scientist of international stature. Dr. McLean was Technical Director of the Naval Ordnance Test Station, China Lake, Calif., for 13 years prior to being named technical director of NUC.

During his years at China Lake, he has been cited for a host of outstanding achievements. He received the maximum Federal Government Award of \$25,000 for the development of the *Sidewinder* missile and in 1958 he received the President's Award for Distinguished Federal Service. In 1965 he was the recipient of the Rockefeller Public Service Award for Science, Technology and Engineering.

More recently he was awarded the important Harry Diamond Award of the Institute of Electrical Engineering and Electronics for 1972. His memberships on innumerable prestigious scientific boards, panels and committees, of national import demonstrate clearly that his more than 30 years of scientific federal service have been of inestimable value to the country.

"The organization and structure of a federal laboratory is completely at odds with the concept of true innovation," he says. "Laboratories, by their very nature, can spend only a small portion of their time in innovative research. Most of the time has to be spent in programs and projects where development is paramount."

Dr. McLean, with his penetrating insight into the

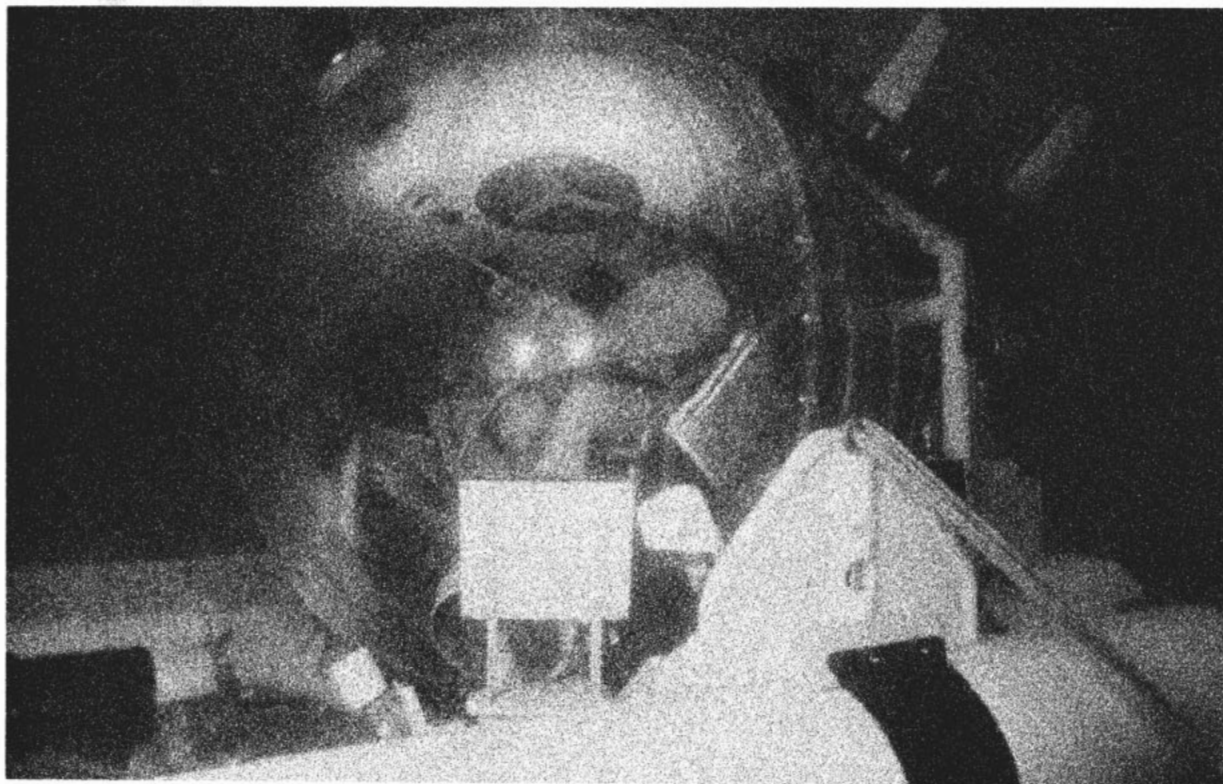
problems of tomorrow, as well as those of today, affords his staffers maximum latitude to be as innovative as possible, within the framework of careful, overall direction toward the achievement of laboratory goals.

He maintains a well-equipped home workshop where his imagination and scientific curiosity have free rein. Several NUC undersea hardware items now undergoing development testing first saw reality in his garage shop.

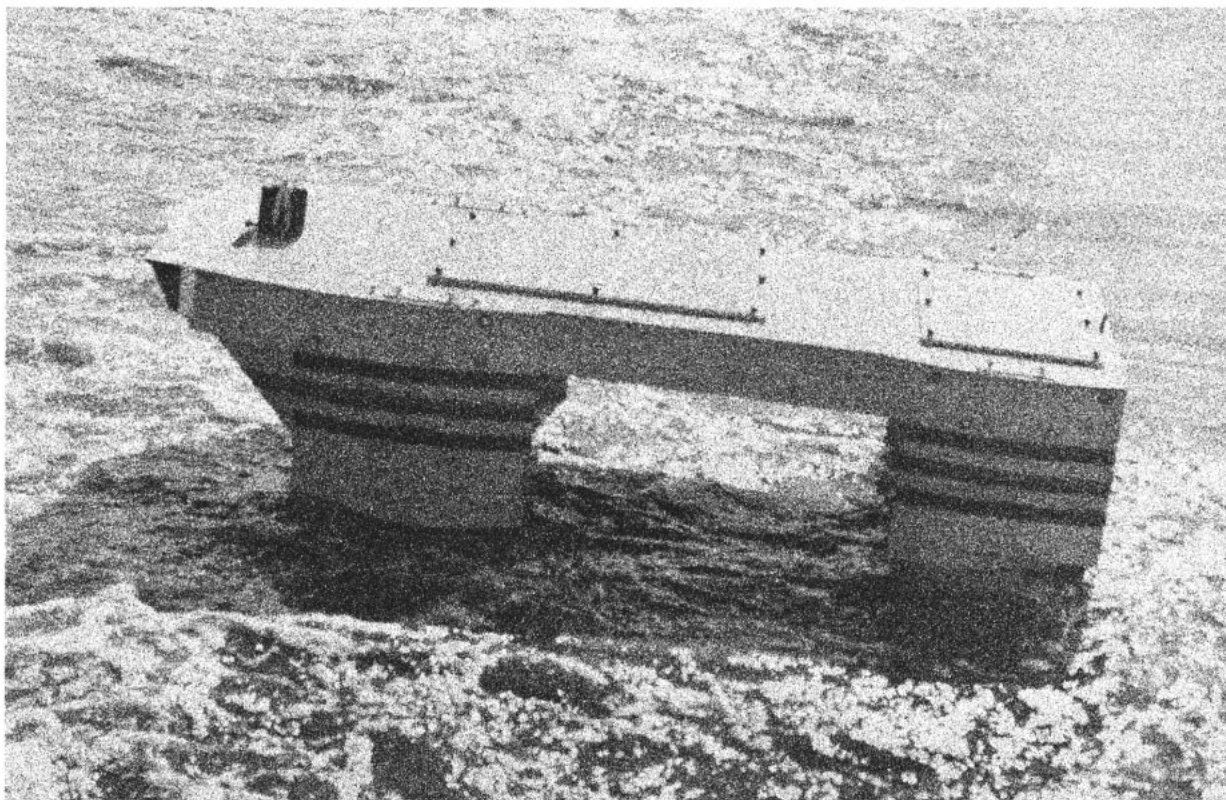
Dr. McLean, too, unreservedly applauds the military-civilian relationship of NUC's management. He feels that the center's ability to respond to the needs of the Navy depends upon the commander's experience, familiarity with, and sensitivity to those needs. The dual management operates smoothly at NUC as a result.

THE FACILITIES OF NUC are interestingly varied. Headquarters in San Diego is the largest activity, followed by the Pasadena branch, with its nearby torpedo test facility at Morris Dam.

Another branch activity is located in Hawaii on 15 acres at the Marine Corps Air Station, Kaneohe. Employing about 130 people, the Hawaii Laboratory concentrates on marine mammal research, and developmental undersea technology. The warm, clear waters off the island of Oahu are ideal for programs requiring underwater work for extended periods. Training and handling of marine mammals to perform naval tasks take place here, together with considerable physiological research.



Laboratory personnel check out the instrumentation of the Navy's newest submersible vehicle, the Makakai.



A six-foot model of the semi-submerged ship. It is expected to travel at 45 knots through 20-foot waves without pitching or yawing.

NUC exercises administrative and operational control over San Clemente Island, some 57 miles off the southern California coast. The center conducts a wide variety of developmental test programs there in an environment relatively safe from interruption or compromise. It was at San Clemente Island that the *Polaris* missile was first tested, followed by *Poseidon*. The island's offshore ranges are in constant fleet use for sonar calibration, and the gunnery impact area at the south end has withstood bombardment by three generations of shipboard gunners since 1935.

A 9000-foot auxiliary landing field on San Clemente has already assumed a significant portion of aircraft carrier air group touchdown landing training formerly carried out at North Island or Miramar Naval Air Stations. This is a meaningful demonstration of the Navy's efforts to reduce jet aircraft noise over civilian residential areas in and around San Diego.

LONG BEACH IS THE SITE of the support facility for test operations on and near San Clemente Island. Several torpedo recovery craft are berthed at the naval station there, together with a diving locker and attendant personnel.

A relatively small facility at Lake Pend Oreille, Idaho, calibrates and tests sonar transducers too large for the Point Loma Transdec pool. The deep, quiet waters of the lake are ideal; depths in excess of 1000 feet have been measured.

NUC's final outpost is a small unit at Cape Prince of Wales, Alaska, where year-round studies of the

arctic environment are conducted.

Approximately 40 ships and craft of various sizes and types are assigned to NUC to support oceanographic research projects. Two submarines of SubDevGrp ONE, the deep-diving *uss Dolphin*, and *uss Baya*, used in communications and sonar research, are assigned nearly full time to the center. Other craft range from small, specialized boats to Military Sealift Command-operated *usns S. P. Lee*, an oceanographic research ship capable of extended voyages. A 90-foot sailing yawl, *Saluda*, is maintained as a research platform for sea tests where a nonmetallic hull and no engine noise are important requirements.

THE EXTENSIVE physical capabilities of the Point Loma headquarters complex include the Transducer Evaluation Center, or Transdec, a huge, million-gallon freshwater pool. Transdec provides a carefully configured water environment for testing sonar transducers. Essentially echo-free, the pool is isolated against structure-generated noise which might enter the water and distort sound measurement.

The center operates an oceanographic research tower in shallow water approximately a mile off San Diego's Mission Beach. The tower permits field measurements in a laboratory environment for studies of water motion, temperature, underwater sound propagation, marine biology, chemistry and geology.

Facing the open sea on the northwest side of the point is a new marine life science laboratory where the center conducts a program of mammal research

with sea lions, porpoises and whales. This includes such aspects of mammal biology and physiology as disease control, echo location, and development of new and better foods for mammals in captivity. The marine life science program of NUC is perhaps the broadest currently in the nation.

The Arctic Submarine Laboratory of the center is the only one of its kind in the free world. The facility creates climatic conditions simulating those of the polar regions; refrigeration equipment and generated low-velocity winds form thick ice floes in a 75-foot-long, 30-foot-wide seawater pool. A submarine "sail" is mounted on a hydraulically operated carriage in the pool's bottom. The carriage can be moved upward, bringing the sail into contact with the underside of the ice, much as a surfacing submarine might do. NUC scientists then can make measurements of pressures created, and study crack patterns.

THE ARCTIC LABORATORY also does investigations concerning icing of periscopes, snorkel masts and antennas. A cold room in the facility is of sufficient dimensions to permit the study of the effect extreme cold has on a D-6 tractor, or a Marine Corps LVT operation.

Accomplishments ably reflect the center's mission: "To be the principal Navy RDT&E Center for undersea surveillance, ocean technology, and advanced undersea weapons systems."

The military applications of NUC work are by no means the entire story. Spin-offs of value to the civilian community have emerged from research, just as in the nation's space program. Dr. J. W. Hoyt's work on the use of polymers in drag reduction has led to the possibility of employing the principle in the medical profession's treatment of blood pressure problems. It appears possible that polymers introduced into the bloodstream via saline solution or plasma may be able to ease the flow of blood through constricted vessels. The same principle applied to a fire hose could provide improved nozzle velocity, permitting use of smaller diameter hoses.

William H. Shipman, a researcher studying venomous sea snakes, has broadened his investigations to include other types of venom. He is currently exploring the possibilities of using bee venom in the treatment of arthritis and, perhaps some types of heart problems.

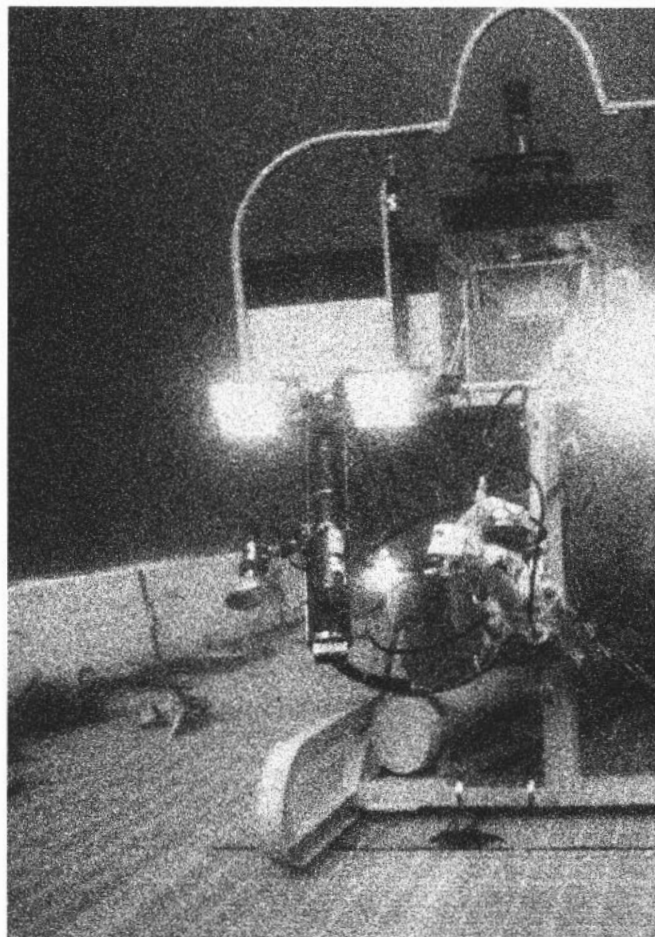
THE CENTER HAS MAINTAINED an interest in the development of new types of submersibles employing acrylic plastic with massive glass—both as improvements to subsurface (ocean) viewing capabilities, or as entire control modules. Two two-man submersible vehicles, each radically different in its own configuration and use of materials, are under certification testing at the present time.

NUC researchers, the Bureau of Marine Fisheries,

and the tuna fishing industry are cooperating wholeheartedly in an effort to develop methods of saving the lives of an estimated 200,000 porpoises unintentionally killed each year by the tuna fishing industry. Porpoise schools are common indicators of the presence of schools of tuna beneath them. Net fishing for tuna has, in the past, meant entrapping large numbers of porpoises at the same time.

Two NUC bioacousticians, Dr. William C. Cummings and Dr. James F. Fish, have developed a system of "broadcast" of killer whale sounds below the surface of the water. The broadcast of the sounds of the killer whale, coupled with a redesigned net of smaller mesh less likely to entangle a porpoise, and with new "backing down" seining or net fishing techniques by a skipper, may be one answer to the problem. A recent test resulted in the safe escape of nearly 90 per cent of such encircled porpoises.

Two center technicians also have invented a simple, effective weapon to protect swimmers from sharks. Using a carbon dioxide cartridge and a hollow dagger mounted on a four-foot wand, the "shark dart" has proven exceptionally effective against sharks of all sizes. When the dagger penetrates the body cavity of the shark, the CO₂ is released. The shark is immediately immobilized, without the presence of noise, concussion or excessive blood in the water.



Right: CURV-111 is recovered by NUC's Launch and Recovery Platform, an innovation to recover submersibles in heavy seas. **Far right:** Porpoises working with man to develop a diver rescue system for Man in the Sea program.

Pickup frogmen for the 1971 *Apollo 15* astronauts carried the shark dart during the August splashdown.

THE NAVAL UNDERSEA CENTER is very conscious of its community responsibilities. The center maintains an active program of community relations, including loaning of films for science classroom use. During annual science fairs in local California secondary schools, upwards of 30 scientist-engineers serve as judges. Seminars and tours for classroom teachers in the ocean sciences are recurring events concerning the center's public affairs efforts.

Under very specific conditions and circumstances, many of the facilities and capabilities of the center, including some of its oceanographic ships, submersibles, the oceanographic tower, and the like, are available for lease by outside agencies. Governing factors include: The equipment must not be in use in government programs; it must be unavailable from civilian sources; and its lease from NUC must not be in any way construed unfair competition for civilian enterprise.

NUC appears to be actively providing answers to ADM Kidd's brusque question: "What have YOU done for the Fleet today?" The center's answers, though, are imaginative, yet provide practical solutions to the Navy's problems today and tomorrow.



A black and white photograph of a modern, multi-story building with a person sitting on the steps in the foreground. The building has a geometric, boxy design with multiple levels and balconies. A person is sitting on the steps in the foreground, looking down at something in their hands. The building is partially obscured by trees on the left side.

EDUCATION ON YOUR OWN

WITH A BIG BOOST FROM THE NAVY AND UNCLE SAM

"THE NAVY assigned me here for active duty in 1971, and I'll be staying until the end of 1974. By next June, I should have my master's degree."

That last statement always seems to surprise people. They usually stare in puzzlement for a second, then recovering, ask: "How can you get your master's degree while you're on active duty?" There are a lot of answers to that last question, but most of them can be summed up, not facetiously, by saying, "It's not easy."

The Navy, of course, didn't station me in Washington, D. C., so I could go to school. They put me here to do a job (currently as a staff writer for *ALL HANDS* magazine). Getting my master's degree was my own idea.

I go to school at night, during my off-duty hours. There are lots of people on active duty—especially on shore duty—who do the same thing. Some are working for that high school diploma they missed when they were younger, some are trying to knock off a few credits toward a bachelor's or postgraduate degree, and some go to school because they simply enjoy it. (There are more of those around than you might think.)

IT'S NOT EASY for anyone—but it's not impossible. A good case in point is that of Senior Chief Hospital Corpsman Keith M. Tracy, who didn't even have a high school diploma when he joined the Navy during World War II. While on active duty, he was graduated from Peoria (Ill.) Central High School in 1944.

After the war, he left the Navy and received his bachelor's degree from the University of Delaware, using the benefits of the GI Bill. He reenlisted in the Navy in 1954, and after several assignments, he

ALL HANDS

began work on his master's degree at the University of Utah, from where he was graduated in 1966. Two years later, while still on active duty, he received his doctoral degree after completing a dissertation on history of the Selective Service and the status of men in Utah.

Of course, not everybody gets his Ph.D. or even comes close to it. All those who take the night school route know that the road can be rough and sometimes discouraging—but ultimately rewarding. Even if you are going to school, you still have a job and responsibilities like everybody else in the Navy. You must spend most of the daylight hours behind a desk or over a piece of equipment. But rather than idling away your lunchtime, you use that time huddling with a book required for one of your courses in the quietest place you can find.

When one workday is finished, the "second day" begins—home as fast as possible, a change of clothes and a fast sandwich. (In this regard, it helps if a guy is married—unless, of course, she, the wife, is going to school at night, too. Then, like us single guys, you're on your own again.) Sometimes, however, there's not even time for that. The classes may begin so early that your unfed stomach begins to emit quite a recital before it's all over.

SITTING IN CLASS for two hours at a time may present other problems. In the winter, they usually have the heat turned on, and if the lecture or the class discussion isn't all that interesting, sleep may set in. (Back in my "college days" at the University of Tennessee, we would refer to this phenomenon as being attacked by the "rack monster.")

With the advent of daylight saving time, summer offers a different temptation. If the classroom has plenty of windows, your attention can wander to a variety of activities occurring outside, and your imagination can conjure up visions of that tennis or golf game you're giving up.

The universal, year-round problem is fatigue—you've spent all day working and now, instead of relaxing in front of the television (or at some bar), you're trying to concentrate on every word the professor is saying. Time is short in many of these courses, and the range of material is broad, so you've got to hang in there every minute in order to keep up with what is being said.

Sometimes it can be 10 p.m. or later when the class is over. That doesn't necessarily mean the day is finished, however. Since most campus libraries are open until midnight or later, it may behoove you to check in there and look up a paper, article, or even a book the instructor has suggested you read.

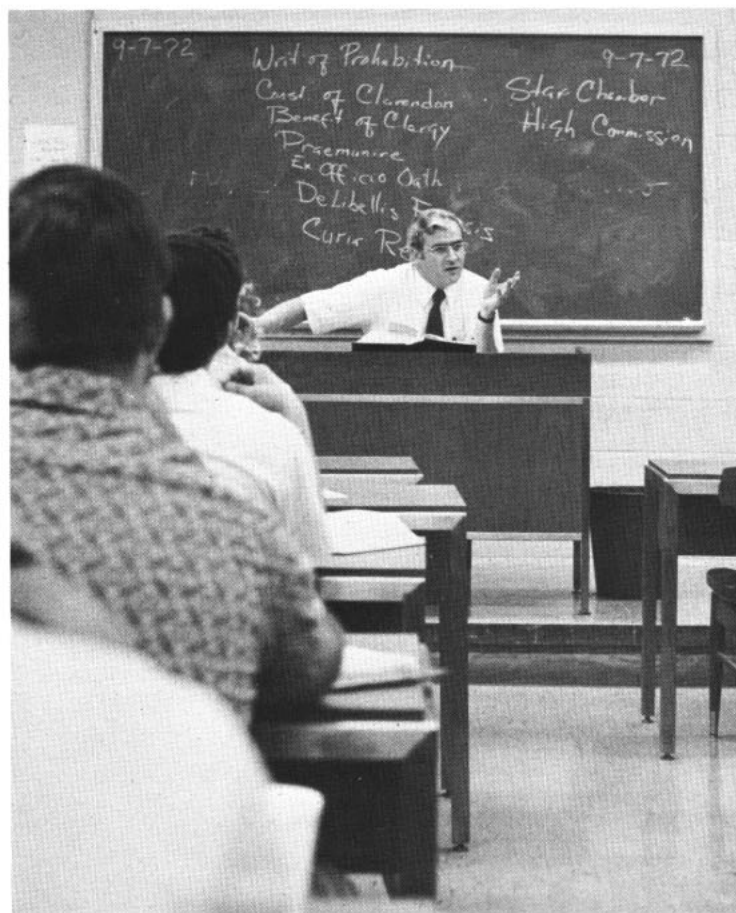
GOING TO CLASS is only part of the job, and since classes are held only once or twice a week in most cases, you don't have to move at that breakneck pace all the time. But you can't relax much either. Studying becomes the major activity for the other evenings. Reading, rereading, and going over class

notes are all never-ending activities. Then there are the papers—just about every college class will require one (or maybe two or three)—and you will become doubly familiar with the campus library and probably some of the other libraries in town.

When you go to school at night, weekends are turned from two idle days to hours spent catching up or—if you're lucky—getting ahead. Only then can you start to relax.

People ask me why I do it—why not just enjoy yourself and the time you're spending in the Navy; why not take in all those movies you want to see or hit some of the local bars with the guys. Can't you wait until you're out of the Navy to go back to school?

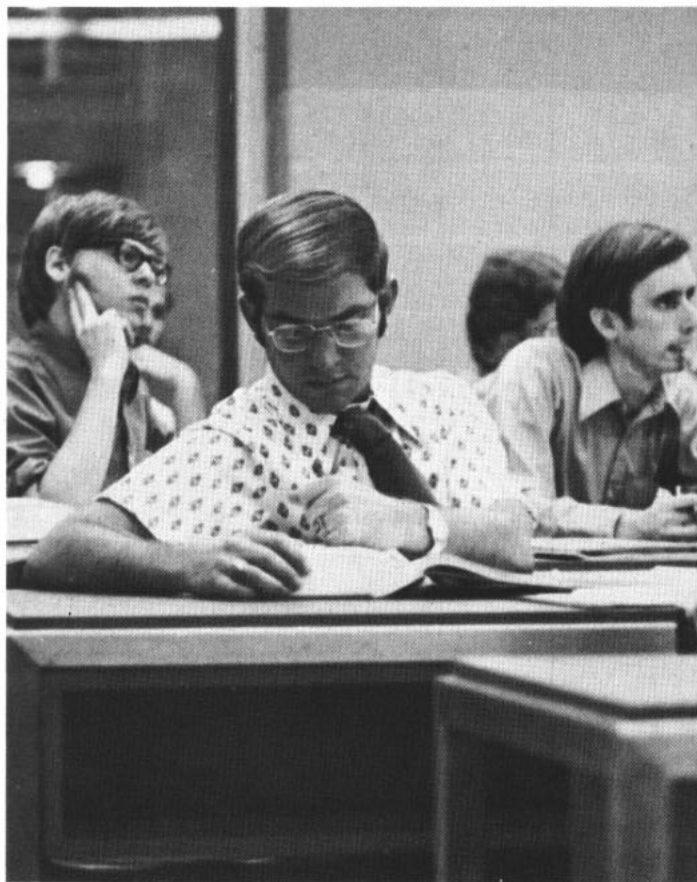
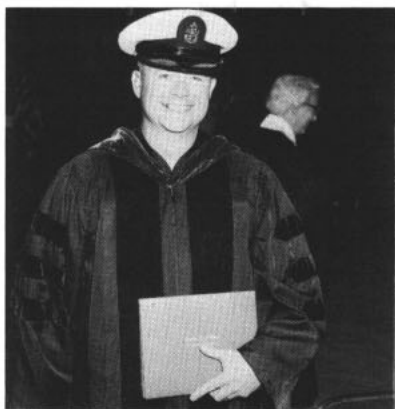
My personal reasoning runs something like this: I do it because I want to—not because I think I have



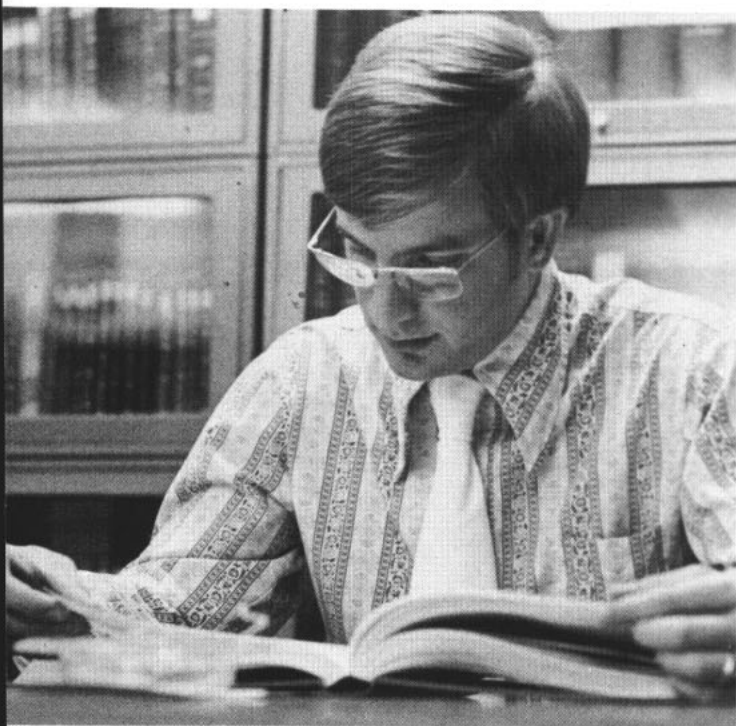
An American University professor conducts a night class in constitutional law for postgraduate students.

to. Going to school for me is fun (yeah, I'm one of those weirdos), and I enjoy learning about the subjects I'm studying.

ANOTHER REASON is that going to school is a social activity as well as an educational one. You can meet a lot of new and interesting people with whom you can talk and exchange ideas. It gives you a dif-



(Above left) HMCS Keith M. Tracy receives his Ph.D. from the University of Utah in 1968. (Left) PN3 Gary Ford, (above) YN3 Richard Vieth, and (opposite) LT Al Burda are all active duty Navy men who are working toward college degrees during their off-duty hours.



ferent perspective on life than the one you receive at the shop or the office.

There are, of course, the obvious advantages of having a diploma or a degree. Since most people don't plan to make the Navy a career, they'll be looking for a job when they get out. There's a guy on television who says, "You ain't going nowhere without that sheepskin, fella," and he is essentially right. Despite what you hear, formal education is still very important in opening up job opportunities.

Finally, the Navy encourages off-duty education in a big way. The Navy's Tuition Assistance program for enlisted men is the most liberal of all the services: a straight 75 per cent of tuition costs for up to seven hours each semester is paid—no obligations, no degree requirements, just pass the course because Tuition Aid won't pay for the same one twice.

Now that adds up. In my particular case, I am attending American University, where tuition costs have soared to \$82 a credit hour. If I take six hours each semester, the Navy will pay for more than \$350 of the cost. I estimate that in a period of two years—the time it will take me to finish my master's degree—the Navy will have paid around \$2000 of the tuition costs. It's difficult to beat a bargain like that.

NOT ONLY IS TUITION AID AVAILABLE, but there are other inexpensive means of obtaining an education—such as USAFI or receiving early benefits of the GI Bill. A man on active duty in the Navy just doesn't have the "lack of money" excuse for not continuing his education.

But lest this turn into a completely personal memoir, I sought out some opinions from other active duty Navy personnel who are going to school in their off-duty hours.

One I found is Gary Ford, a Personnelman 3rd Class, originally from Pittsburgh. When he graduated from high school in May 1970, he went to a broadcasting school, but couldn't find a job in the field afterwards. Finally, near the end of 1971, he joined the Navy. Now on active duty, he's working on his

bachelor's degree. Why?

"Well, I live in the barracks, and at night I found myself either watching a lot of television or going out and spending a lot of money. Essentially, I wasn't doing anything," he said.

Ford explained that in high school he had a lot of buddies who went straight to college. "Most of them have flunked out by now. They weren't ready for school or ready to buckle down. I think I did the right thing by waiting until now, because now I'm ready to study. I really want an education.

"I'm looking ahead too. One of these days I'm going to get out of the Navy, and I'll be looking for a job. If I come up for a job— and it's THE JOB—I don't want my not having a degree to stand in my way," he said.

"Besides that," he added, "the availability of Tuition Aid was a big factor in my decision."

YOU MAY BE FAMILIAR with Richard Vieth's face, if not his name. He's one of the models of the new uniform, and his picture has appeared in ALL HANDS from time to time. Assigned to the Bureau of Naval Personnel in Washington as a Yeoman 3rd Class, he is going to American University at night and working on his law degree. He spent a year at the University of South Carolina law school before joining the Navy.

"I entered a profession (law), and that career was interrupted by the military. Law is something that is always changing, and I didn't want to stay away from it for four years," he said.

"Even if I weren't studying law, I think I would still be going to school. Academic life is a real challenge, and it keeps your mind from stagnating."

Rick's case is a good example of being able to meet stimulating people. This fall, he entered a course which has scheduled several lectures by Arthur Goldberg, a former United States Supreme Court Justice, Secretary of Labor, and Ambassador to the United Nations. That in itself could be worth the price of admission.

LIEUTENANT AL BURDA is a graduate of the United States Naval Academy, and like some Academy graduates, he hasn't made a final decision on making the Navy a career. While on duty in Washington, he is working toward his master's degree in management science at George Washington University.

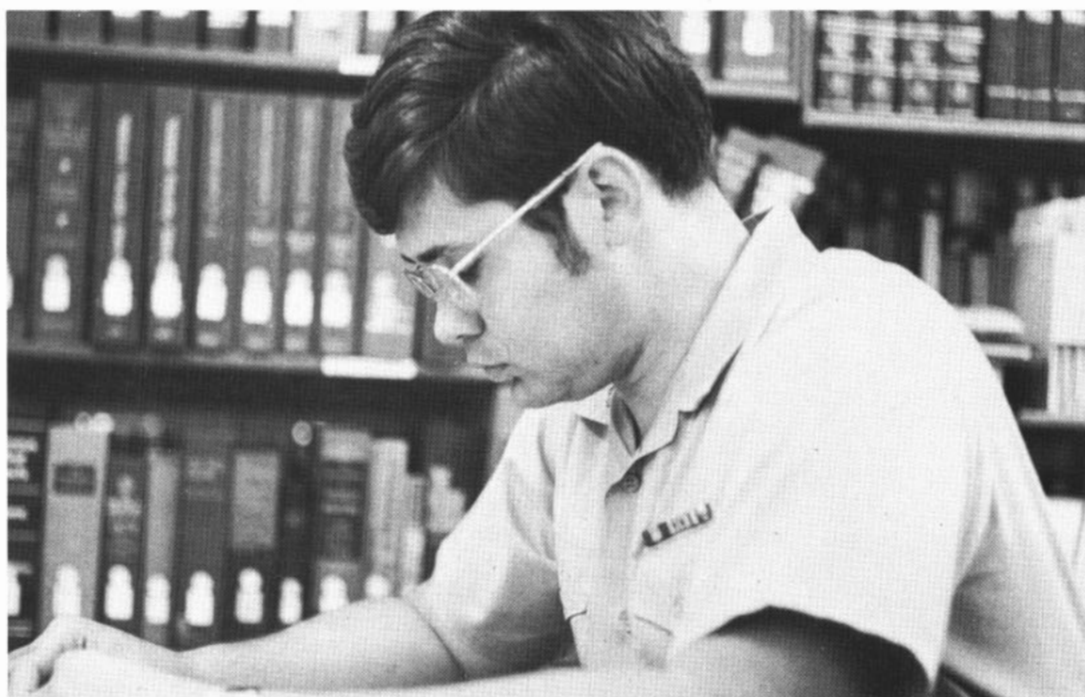
"If I ever leave the Navy, I want to be more marketable as a potential employe, and a master's degree is almost a necessity in that regard," he said.

Another reason he goes to school at night is that he likes it. "I enjoy learning," LT Burda said. "I still find time to go out and have some fun, especially on weekends. When you're on shore duty, you have a lot of extra time.

"Going to school gives me a feeling of achievement. Besides, when I finish a course, I feel like I've done something worthwhile," he added.

Attending school at night may not be everybody's bag, and it certainly isn't the only way to improve yourself. But if you're so inclined, being on active duty in the Navy offers an ideal opportunity. With the Navy's willingness to cooperate if you try it—especially financially—that opportunity is worth considering.

—Story by JO3 Jim Stovall
—Photos by JO3 Alan Shethar



OTHER OPPORTUNITIES FOR OFF-DUTY EDUCATION

USAFI

USAFI (United States Armed Forces Institute) is one of the best methods by which a person can continue his education while still in service. Like going to school with the help of Tuition Aid or GI Bill benefits, the cost is minimal.

But it's also a lot of hard work and takes personal drive and initiative. Making yourself study is often difficult, but the results of the work can lead to a high school diploma or college credits.

One of the Navy's experts on USAFI and what it offers is Aviation Electronics Technician Chief Charles J. Cook, who is filling a training billet at NAS Glynnco, Georgia. ALL HANDS put some questions to Chief Cook about USAFI, and he came up with the following answers. Chief Cook said he was "amazed to find out how much I didn't know when I took over this job."

"Like most chiefs, I thought I was well informed." He added, "One of the best publicized and least understood programs available to us sailors is USAFI."

How much does it cost to take a USAFI course?

"Very little. If you enroll in a USAFI course for the first time it will cost you \$10, but after you have satisfactorily completed the course, you get a course free. So you see, every time you satisfactorily complete a course, you get a free pass for one more course. This means you can take hundreds of courses for just \$10."

Will USAFI take a personal check?

"They sure will. Make the check out to the Treasurer of the United States (USAFI) or you can send a money order."

CAN I TAKE more than one course at a time?

"Yes you can, but you must include either a free pass or \$10 for each course that you order. Your educational services officer must also indicate why you are ordering more than one course."

Do I have to take a correspondence course to get credit for a course?

"No. If enough people on the base want to take the course, your education officer can set up a group study course and this is free. This way you will have an instructor to teach the course. You can also get credit by examination, free. If you'll look through the catalog, you may find some courses that you know well enough from your own readings, service schools, or past experience to take and pass the examination. If you get a grade of satisfactory or above the 20 percentile mark it's recommended for credit."

What's this percentile stuff?

"The people who made up the tests have given them to students who have completed a course of study in classrooms in the subject. It is then graded and the score that you get on your test is compared to the scores of this sample. Let's say that you write a grade

CHECK INTO THESE PROGRAMS

BESIDES USAFI correspondence courses and tests and Tuition Aid, the Navy has other programs—Instructor Hire and GI Benefits—which also help active duty servicemen further their education during the off-duty hours.

The Instructor Hire Program provides funds to employ qualified civilian teachers to conduct classes in courses organized to satisfy a group interest. In some cases, commands may also use the fund to offer instruction in fields which will benefit the entire command. Subject matter for these courses may include languages besides a wide variety of high school, college, and vocational courses. Materials are usually provided by USAFI on a loan basis to the command.

To take advantage of the program, a group of 10 or more military personnel must be organized for the class. An instructor is hired and paid an hourly rate depending upon the local rate of pay for the particular level of instruction, but no more than \$500 can be allotted for one course.

Class rosters and attendance records are required in the program, and when class attendance falls below five members for three consecutive classes, the course must be discontinued. The purpose of the Instructor Hire Program is to provide for self-improvement courses rather than courses for academic credit.

A good way to earn academic credit is through the use of GI Bill Benefits. In-service personnel may

of 86 on the test and that of the sample group only 30 per cent wrote an 86 or better, then you get a grade better than 70 per cent of the sample. Your grade would be reported as a percentile score of 70."

WHAT KIND OF COURSES does USAFI offer?

"They offer pre-high school, high school, college, technical and language courses. But this is only one part of the USAFI program."

You mean that USAFI offers more than just correspondence courses?

"I sure do. USAFI also offers the High School GED Tests and the Core GED Program materials free. They administer the CLEP general exam and the CLEP subject exams free. They also act as the administrative point for thousands of correspondence courses offered by many colleges which you can get at tremendous savings. USAFI also acts as a records storage and forwarding agent for any work done through them. They also will answer any questions on educational matters that they can."

You mean that I can get a high school diploma and college credits from USAFI?

"No, I did not say that you could get them from USAFI. You see, USAFI does not have the power to issue either high school credits, high school diplomas, or college credits. All they can do is report to you and anyone you designate the results of your tests. You must contact the department of education of your home state or the state in which you are stationed for a high school diploma or a high school equivalency certificate based on the GED Tests. You could also contact your old high school because they may issue you a high school diploma based on either the GED Tests or through the other courses offered by USAFI. As far as college credits go, you must contact the college you plan to attend to find out if they will allow credit based on USAFI courses, CLEP examinations or the courses offered by the participating colleges and universities (PC & U). USAFI will be glad to send an

official transcript of your work to any agency that you request. This service is also free."

Can my wife take the GED Tests?

"She sure can, but not through USAFI. You should contact the director of adult education in the town near the base about their GED program. She can also take the CLEP examinations but they cost about \$15 each."

Well, then, who is eligible for USAFI?

"Anybody on active duty."

YOU MENTIONED CLEP before. Just what is CLEP?

"CLEP stands for the College Level Examination Program. Many educators have come to realize that people can learn by many different methods. So the College Entrance Examination Board has developed some tests that measure your knowledge in a given field. The scores are given as a percentile score and many colleges will give credit for these tests. The educational services office has a partial listing of the colleges that do give some credit for the CLEP, but your best bet is to write the college you have in mind and find out if they will give credit for both the general exam and for the 29 subject exams. The way that USAFI fits into the picture is that they administer the tests, pay for them, and report the results."

I've got a Spanish-speaking friend who has trouble reading English. Can he take the high school GED Tests?

"Yes, there is a Spanish language version of the test but he will be charged for it. The Educational Services Office will have the address."

So what you're trying to tell me is that USAFI offers hundreds of courses that I can take for only \$10. They also administer the GED and CLEP tests. I can take courses from many colleges real cheap, and USAFI will send free transcripts out for me. Man, that sounds great; where can I get more information about USAFI?

"Well, you can visit the Educational Services Office at your command."

FOR EDUCATION AND TRAINING

now use these for high school, college, and vocational training if they have been on active duty for at least 181 days.

The financial assistance provided by the Veterans Administration under the GI Bill is prorated depending on whether or not the student goes to school part time or full time. (A serviceman is eligible for one and one-half months of benefits for every month of active duty up to a limit of 36 months of entitlement.) Under the Predischarge Education Program (PREP), however, servicemen who lack a high school diploma or require certain remedial, refresher or deficiency training may undertake those courses without any loss of GI Bill benefits.

IF YOU'RE DEAD SET on getting an education completely "on your own" and you're also against paying much for it, one of the Navy's 900 libraries is definitely the place to start. More than 600 of these libraries are located on board ships so you don't have to be on shore duty to take advantage of the facilities.

These libraries contain 2 million volumes, including a wide range of classics to current reading, fiction and nonfiction, and technical and general interest books. Ships' libraries may house up to 12,000 books, while those ashore average around 15,000. To get an education at any one of them, all you have to do is go in and start looking. A little ingenuity and a lot of initiative are all you need.



SCHOOL O

EACH MONDAY, a walk-in van is driven onto the Destroyer Submarine piers at Norfolk and parked. Soon afterward a group of between nine to 15 sailors climb its portable ladder, walk across its chain-guard porch and disappear within.

It's time for school.

The idea of a mobile classroom stemmed from recent CNO retention studies in which it was suggested that more training be brought to ships tied up along-side piers. Follow-through by the Atlantic Fleet Training Command, in cooperation with Cruiser-Destroyer Flotilla Four, resulted in the classroom-on-wheels concept becoming a reality.

It was the R-1 Division aboard the destroyer tender *USS Sierra* (AD 18) which undertook the task of construction. The repairmen drew an outposter trailer (or walk-in van) from salvage for the project, but found it to be in need of extensive repairs. Most of the original construction had to be replaced with new materials, including major portions of the ribbing. This completed, the *Sierra* crew set about installing outer sheet metal sides and sheet fiber glass as insulation



N WHEELS

against outside temperatures and noise.

Next, the trailer deck was covered with vinyl tile atop new subflooring, and a new acoustic tile overhead and wood-paneled walls added to the overall light and roomy appearance of the classroom.

Finishing touches inside included air-conditioning, a swing-away chalkboard and movie screen, baseboard heaters, a ventilation fan, windows, fluorescent overhead lighting and storage cabinets.

Outside, the repairmen installed a 120/220-volt transformer beneath the trailer which allows it to draw power from the 440-volt outlets on the piers. They also constructed a back porch onto the classroom together with the portable ladder. Finally, the whole project was spruced up with silver thermal paint on top and "grabber blue" fore and aft.

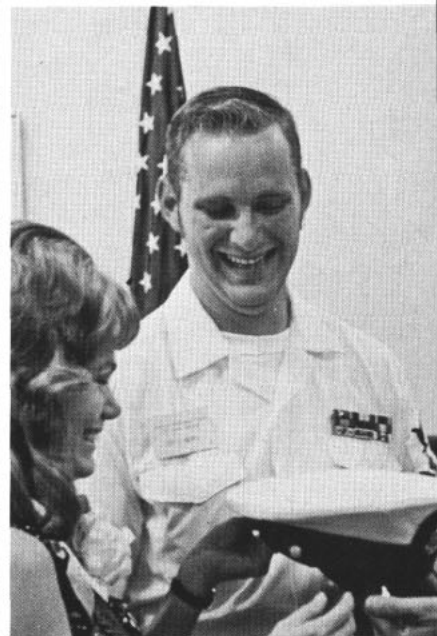
Oh yes, on Wednesdays the van can be seen at the Amphibious Base, and at the Portsmouth Naval Shipyard on Fridays.

In the final analysis, the pierside classroom should save considerable manhours for the participating ships, not to mention wear and tear on the students.



Counterclockwise: 1, 2, & 3. The stripping and actual rebuilding of the old trailer for use as a classroom. 4. The man who created the ship's mobile school. 5. Teaching in the air-conditioned classroom. 6. & 7. RADM Weschler at the cake and ribbon-cutting ceremonies. 8. The classroom is well-lighted, air-conditioned and well equipped with training aides, making it ideal for pier side education.

Meritorious Advancement for ... NAVY RECRUITER



TOP PRIORITY has been given the Navy's recruiting effort by Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., and he wants the current goal achieved both in numbers and in quality. The Navy's recruiting target for Fiscal Year 1973 is 42,000 greater than the previous year's 106,000 Regular and Reserve enlistees.

But even more important in this step towards making the All-Volunteer Force of tomorrow a reality, the sea service wants quality, not quantity alone. The Navy, reacting to the dictates of its leader, requires that quality be the characteristic of its recruiters along with the people those same recruiters bring into the Navy.

This tall order originally was issued by means of Z-gram 109 (29 Apr 72) which said, "The small and decreasing number of men being drafted has placed us in a virtually All-Volunteer Force situation. . . . It is perfectly clear that now, more than ever, we must not only increase retention by continuing emphasis on upgrading the attractiveness of a Navy career, but also we must revitalize our recruiting efforts."

Recruiting has always been an essential part of the Navy—after all, Navy means people. But today recruiting is more important to the Navy than at any other time in its history and the increased emphasis it has received during the past couple years is evidenced by the establishment, in April 1971, of the Navy Recruiting Command to coordinate all recruiting activity. Previously, recruiting was the responsibility of the Bureau of Naval Personnel.

ANY MEDIA-CONSCIOUS PERSON could not help but notice how often recruiting has appeared in the news lately, usually in the form of announcements about new programs the Navy is starting to enhance its efforts. In June, for instance, it was announced that topnotch recruits graduating from boot camp and people who were about to reenlist might be eligible for 10 days' temporary recruiting duty in their home towns under the Recruiting Assistance Program (RAP). More recently, a review board in Washington has been considering the possibility of establishing a new rate—Recruiter/Career Counselor—in order to provide more thorough training and expertise for this increasingly complex field and also to recognize officially the increasing importance of the job these people are doing.

When you come right down to it, recruiters are essentially shaping the Navy's future. Today's enlistees are tomorrow's sailors, and the skill with which recruiters attract, screen and select young men and women for the Navy will have a direct bearing on the Navy of the future. Consequently, today's Navy recruiters represent a special, select group of individuals; they're handpicked specifically to represent the Navy in predominantly civilian communities across the United States, to tell the Navy's story to anyone who's interested. Today's Navy recruiters must be truly outstanding individuals.

THIS EXPLAINS why the Recruiter of the Year for 1972, Chief Utilitiesman Lanny G. Worel, has also been

OF THE YEAR



selected to represent the Department of Defense in this year's "America's Ten Outstanding Young Men of 1972" competition, a program sponsored by the United States Jaycees. Named Recruiter of the Year in August by Rear Admiral Emmett H. Tidd, Commander Navy Recruiting Command, UTC Worel was meritoriously promoted to his current rank by CNO as a result of his selection. His wife witnessed the ceremony (see above).

Then, on 15 September, Assistant Secretary of Defense (Manpower and Reserve Affairs) Roger T. Kelley announced that Chief Worel was selected—from among other outstanding recruiters nominated by each of the services—to represent the Department of Defense in the Jaycees competition. In making this nomination Secretary Kelley said, "I consider him the most outstanding of the more than 14,000 recruiters now on duty. His record of service to others in all phases of his professional, personal and community life surpasses even the most exacting standards of the Navy and the Department of Defense, and clearly makes him one of the truly outstanding young men in this country today."

Chief Worel, the 27-year-old father of three, is assigned to the Navy Recruiting Branch Station (NRBS) in Vallejo, Calif., which covers Napa and Solano counties and is part of Navy Recruiting District, San Francisco. The chief is familiar with this area—he was raised in Vallejo, was graduated from Vallejo High School, and enlisted in the Naval Reserve there in February 1964 before reporting for active duty in May of the following year.

DESPITE HIS FAMILIARITY with the surroundings,

Chief Worel's job wasn't an easy one. NRBS Vallejo operated both as a two- and three-man station throughout the past year and much of the time the chief was the only experienced recruiter on board. The station's territory includes more than 1500 square miles and four large cities; the area population of 248,000 includes more than 1000 students in 13 high schools, and students from one continuation school, two junior colleges, and a four-year college.

It was under these circumstances that NRBS Vallejo—largely due to Chief Worel's efforts—was named "Station of the Month" on two separate occasions during the past year. The station ranks fifth out of 51 branch stations in its recruiting district in terms of production versus assigned goal—a most impressive record for a station that was rarely staffed up to allowance.

As far as statistics are concerned, NRBS Vallejo had an assigned goal of 123 recruits for the first 11 months of FY 72—a goal which it exceeded by enlisting 148 people (about 130 per cent) into the Navy. Almost 90 per cent of these people were eligible for advanced schooling and 26 of them enlisted in six-year programs. In addition, the station conducted 11 reenlistments.

THESE STATISTICS and the overall record of NRBS Vallejo are certainly impressive—but so are those compiled by some other recruiting stations, particularly the ones of the other seven finalists in this year's Recruiter of the Year competition. What is it, then,

that makes Chief Worel so special—even among this select group of individuals—that he was selected as Recruiter of the Year and as the DOD nominee for the highly coveted Jaycee award?

Commander D. E. Lashbrook, Chief Worel's commanding officer, put it this way: "It is hard to imagine a finer representative of the Navy. Chief Worel is a hardworking member of the community, a family man, an outstanding recruiter and a highly respected individual. He has managed to integrate all the facets of his personal and professional life and in doing so has provided himself with a rewarding life, his community with an exemplary leader, and the Navy with an outstanding recruiter."

CDR Lashbrook doesn't stand alone in his opinion of Chief Worel. Numerous other citations and commendations have come from the director of the Solano County YMCA, North Vallejo Community Church, the Vallejo Kiwanis Club, the City of Vallejo, and the vice principal of Hogan Senior High School—just to name a few.

AS EVIDENCED BY THE ORGANIZATIONS mentioned above, much of Chief Worel's success as a recruiter can be attributed to his total community involvement. Although generous contributions of the chief's time and energy have been dispersed among many community organizations, he has worked primarily with the YMCA, Little League and other youth-oriented organizations and activities. He has devoted hundreds of hours each year to these activities and is a well-known figure throughout the community as a speaker who continually promotes the ideals of selfless service to others—ideals which are espoused by the organizations with which he is affiliated.

In addition to his work with the "Y" and other community service organizations, Chief Worel has an excellent relationship with the two radio stations and six newspapers in his area. Working with newspapers and local merchants, for instance, he arranged paid Navy recruiting advertisements on two occasions and is able to obtain media coverage for Navy recruiting news from practically all sources.

How much of an honor is it to be named Recruiter of the Year? Well, consider the great—and increasing—importance of recruiting to today's Navy, and consider the rigorous standards by which the Navy selects

these "ambassadors" to the civilian populace. Recruiters are essentially the cream of the Navy's crop, and there are currently more than 2800 of them at stations throughout the United States. To be selected as Recruiter of the Year from among such a select group of people is, in short, a great honor—and one well deserved for UTC Lanny G. Worel.

—By JO2 Jim Trezise

Top Recruiters Named

LISTED BELOW, by recruiting areas, are the eight finalists—including UTC Lanny G. Worel, winner of this year's competition—for Recruiter of the Year for FY 72. Area winners were selected from nominees submitted by each of the Navy's 40 main recruiting districts, which include more than 1000 recruiting branch stations. The eight area winners, who were nominated by Area Commanders of Navy Recruiting, are as follows.

Area One, Scotia, N. Y.
MRCS Angelo Ragone
Area Two, Richmond, Va.
ACC Roger H. Townsend
Area Three, Macon, Ga.
AME1 Robert S. Proctor
Area Four, Columbus, Ohio
GMG1 James W. Goodnight
Area Five, Chicago, Ill.
CSC Henry F. Graves
Area Six, Omaha, Neb.
AMH1 Eugene E. Tetrault
Area Seven, Dallas, Tex.
RD1 Wilber G. Richardson
Area Eight, San Francisco, Calif.
UTC Lanny G. Worel

Left to right: Row 1, Mrs. Tetrault, Mrs. Worel, Mrs. Graves, Mrs. Ragone, Mrs. Richardson, RD1 Wilber G. Richardson, Mrs. Emmett Tidd, Mrs. Powell. Row 2, Mrs. Goodnight, AMH1 Tetrault, UTC Lanny G. Worel, CSC Graves, MRCS Angelo Ragone, ACC Roger H. Townsend. Row 3, GMG1 James W. Goodnight, AME1 Robert S. Proctor, Mrs. Proctor, LTJG Stankowski, Mrs. L. Zech.





Above: CNO congratulates "Area 6 Recruiter of the Year" AMH1 and Mrs. Eugene E. Tetrault. Left: Deputy Under SecNav Grimes and RADM Tidd congratulate the outstanding recruiters of the year Bottom: Mrs. Proctor with Mr. Grimes at luncheon festivities.





patrol funboats on cruise

“WELCOME ABOARD. Step lively now. Make yourself comfortable. We’re getting underway soon.

“Golly! 0500 is a rough time to wake up. Hey, how about one of you guys helping the little lady across the brow with that suitcase? That’s it. Make sure you . . .

“Oh, excuse me. I was so busy getting ready to get underway I just didn’t notice you. I’m *uss Tacoma*, Patrol Gunboat 92. My companion for this trip is *uss Canon*, Patrol Gunboat 90. We’re a part of Coastal Squadron 3 and operate out of Guam.

“Where are we going, you ask, and why all those civilians on a Navy ship? Well, we’re getting underway for the weekend and going to the Pacific isle of Saipan in the Mariana Islands. As for those civilians, they’re special types – the families of ComCosRon Three, *Canon’s* and my crew. But that still doesn’t answer your question, does it?

“The skipper, Lieutenant Royal Magnus, thought it would be nice if we had what the Navy calls a dependents’ cruise. This is a special trip whereby a Navy family can see what their husband or father does for a living, and also see first-hand how a Navy ship operates at sea. LT Magnus got together with the squadron’s commodore, Commander C. A. Dodd, and

Canon’s skipper, Lieutenant Stephen Kmetz, and made preparations for a visit to one of WWII’s most famous battlegrounds. Excuse me a second.

“All passengers aboard? Good! 0600, and right on schedule. Set the sea and anchor detail and prepare to get underway. Looks like it’s going to be a good day for steaming. I’ve been known to ride a little rough sometimes, but we’ll have no problems today.

“We’ve got about 30 dependents and guests between the two of us. We’re going to be making the trip to Saipan on our turbine engine. PGs are noted for their speed and the turbine engine is what accounts for it. We can do up to 40 knots. Even at high speed the trip will take a few hours. This will give my guests plenty of time to give me a good looking over and see how I’m operated. Sure is a smooth day for steaming.

“LAND HO! That didn’t take long. There’s Tinian and the high mountains of Saipan behind it. The waters here seem to be even bluer and clearer than around Guam. That’ll make some of our guests happy. I noticed several bringing diving gear aboard. Set the sea and anchor detail. Prepare to come alongside the dock. Easy as she goes—steady—fine docking, lads; now get those lines secured and the brow in place.



"It's naturally impossible for me to go ashore for the visit, but my skipper gave me a rundown on what they'd be doing ashore. Besides swimming, diving, and lounging in the sun, they're going to visit some of the famous sights around the island, such as the last Japanese command post, Banzai Cliff, as well as some of the natural sights like the Grotto and Bird Island.

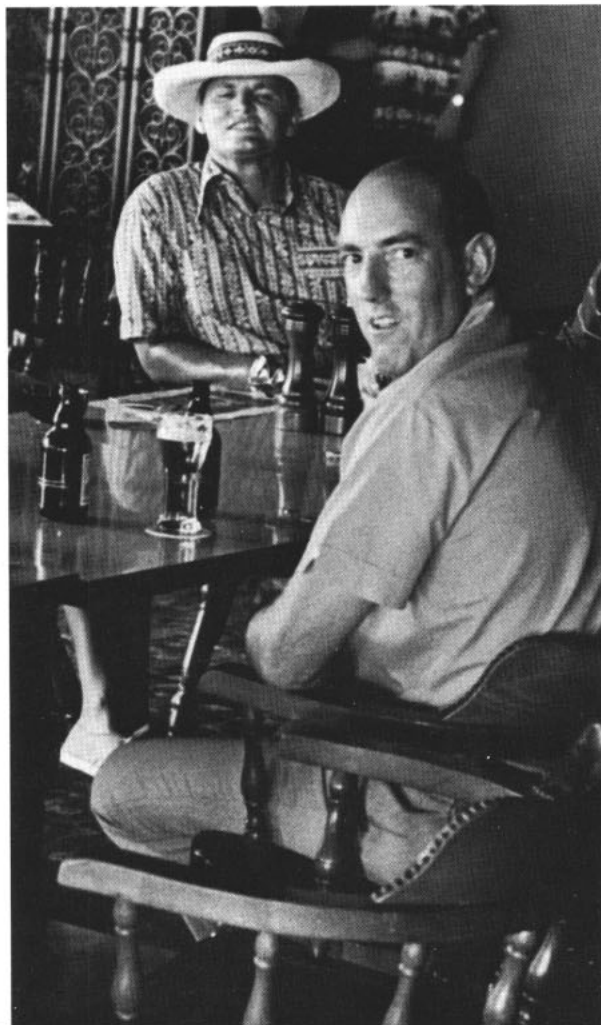
"Saipan is rather spread out, but our guests will have no problem getting around. I see their hotel has a bus waiting on the dock. Some of the people brought bicycles and some of my crew brought motorcycles along. Saipan's also an easy place to thumb a ride. The people are really friendly.

"Canon and I are going to try to repay some of that kindness while we're here by having open house for the people of Saipan.

"Sightseeing, lying in the sun, and just doing nothing. It's too bad it can't last but I've got to get my boss and guests back to Guam so they can go back to work and school. I'm sure they'll all remember this Labor Day Weekend for quite a while.

"Set the sea and anchor detail. Prepare to get underway."

—By USS Tacoma as told to JO3 Greg Gaston



Facing page: USS Canon and USS Tacoma approach Saipan for the Labor Day weekend with full crews and their dependents.

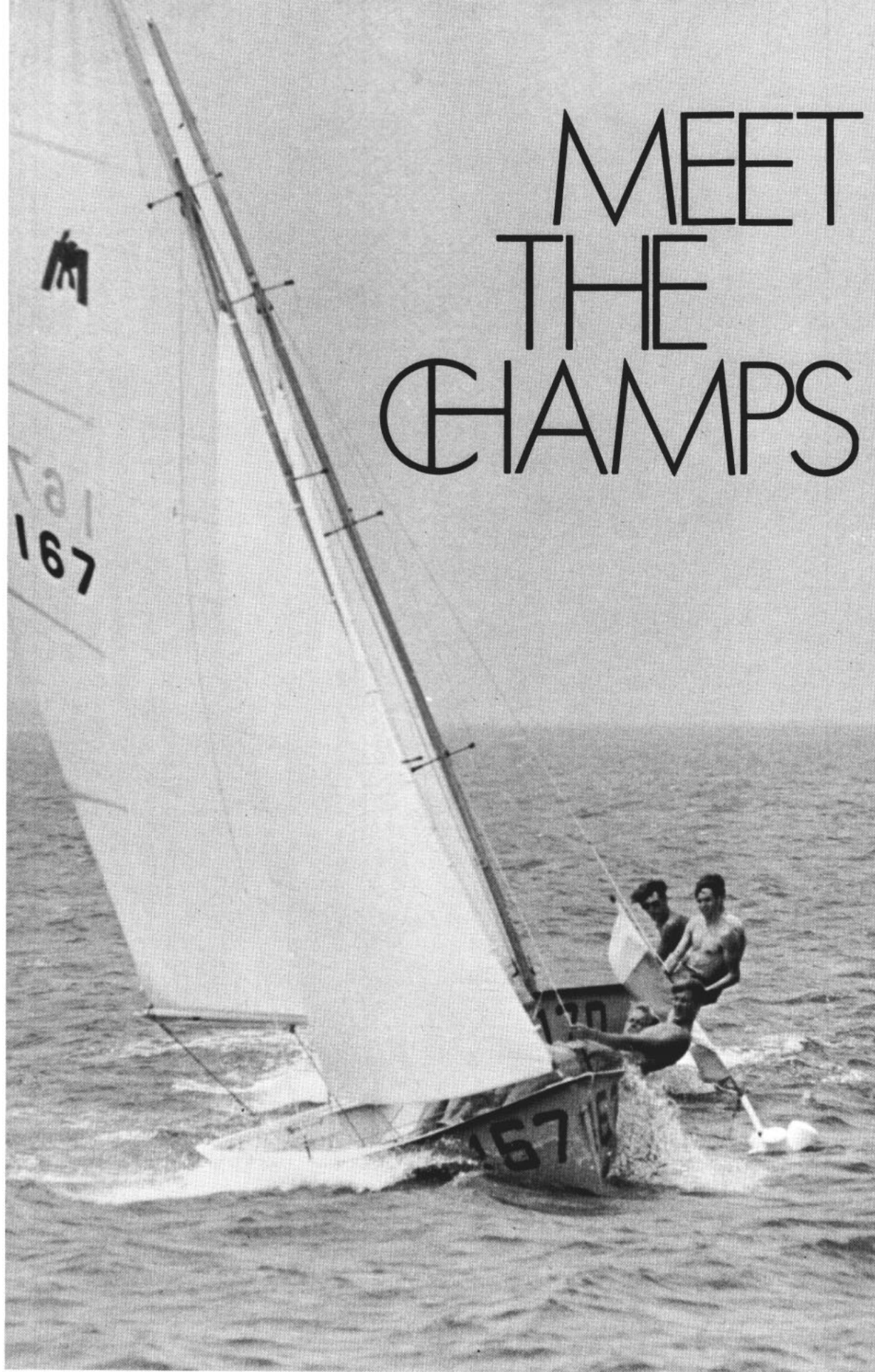
Left, top: Dependents disembarking from Canon (PG 90) for a long Saipan weekend.

Left: The crews and dependents of the two coastal patrol boats from Guam live it up in Saipan.

Below: Resting up on the ride home—a typical sight after a long weekend on a not-so-typical cruise.



MEET THE CHAMPS



THREE HAPPY YOUNG NAVYMEN from the Underwater Demolition Team 21 have walked—or rather sailed—away with this summer's Atlantic Fleet Sailing Championship. They completed the task by winning the last of a series of Navy regattas at the Norfolk Naval Station small boat harbor.

The three-man crew, consisting of Lieutenant (jg) Andrew E. Bisset, skipper, Hospital Corpsman 2nd Class John Wallace and Yeoman 3rd Class Dennis Berger, also won the Norfolk Area Forces Afloat Sailing Championship.

The regatta was blessed with stiff winds during the entire event—winds which actually caused a modification of the triangular course to meet sailing regulations. The winds didn't seem to bother the winning crew, however, as they swept to their second straight Fifth District Sailing Championship, as well as taking the grand awards.

Other crews participating in the event represented the Norfolk Naval Station Dispensary, the second place winner, Weather Reconnaissance Squadron 4 from Jacksonville, Fla., Fleet Marine Force, Atlantic Fleet, located at the Norfolk Naval Air Station, Antarctic Development Squadron 6 from the Naval Air Station, Quonset Point, R. I., and Naval Station, Charleston, S. C.

During the awards ceremony held at the Norfolk Naval Station Sailing Center, Rear Admiral James O. Cobb, Commandant of the Fifth Naval District, presented the winning crew with their trophies and the Vandergrift Cup. The cup, named in honor of Jake Vandergrift, the founder and first president of the Norfolk Naval Sailing Association, is a permanent trophy awarded to the winners of the championship.

The UDT 21 crew went on to represent the Atlantic Fleet at Annapolis, Md., in the East Coast Sailing Championship, but they did not place in that event.



Sailing's but pleas don't

NO OUCHING is permitted.

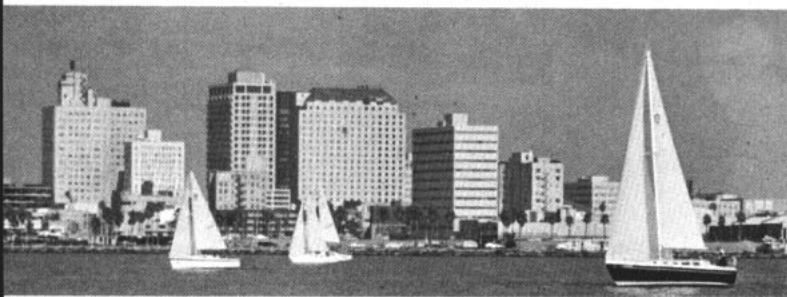
Good guys don't ooch. It's against the law. It's heinous. Oochers are incorrigibles. No no ooch.

Now, of course, all yachtsmen know what ooching is all about. It's one of the things you find out when you start looking into the sailboat racing phenomenon, and one weekend in particular filled with tacking, luffing, jibbing, but of course, no ooching.

The occasion was the annual Invitational Sailing Regatta staged by the Navy in Corpus Christi. It was the 10th year for the two-day event, this one sponsored by the Naval Air Training Command, in cooperation with the Corpus Christi Yacht Club and the Bay Yacht Club.

It turned out to be the biggest regatta ever, with more than 60 large sailing vessels (26 feet or longer) and another 40 or so smaller boats participating.

The purpose of the regatta, ostensibly, was to foster good relations between the Navy and civilian communities in Corpus Christi. Ostensibly. Actually, the relationship of the people of Corpus Christi and



great! e ooch



their Navy neighbors has always been an excellent one. But it's a darn good excuse to get your sailboats together and have a good time, don't you think?

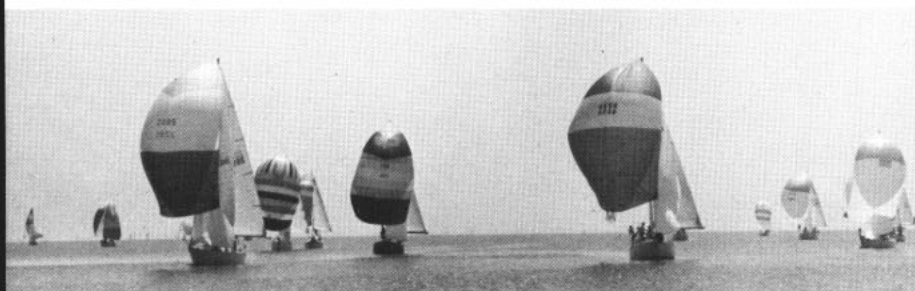
Oh, by the way, ooching means lunging forward in your sailboat and stopping abruptly to gain momentum when there is very little wind. So now you know.

But don't go around ooching.

—Story by JOC Jim Teague, USN

—Photos by PH1 Jim Haynes, USN

(Editor's Note: Jim Teague, an ex-ALL HANDS staff member, is alive and well and working in Texas. It is our pleasure to note that when Jim reported to the staff of ALL HANDS he was a 1st class journalist. While at ALL HANDS he devoted many long hours to the career of journalism. Now a chief petty officer, we are sure that we can state in print that JOC Jim Teague doesn't go around ooching. And how about those photos by PH1 Jim Haynes!)



The Resale Formula
Progress + Service =
Satisfaction

**AT YOUR
FRIENDLY
COMMISSA
EXCHANGE**

MEN AND WOMEN OF THE NAVY and their families have been shopping at Navy Exchanges and Commissary Stores for more than a quarter of a century. In that time, these resale programs have made substantial progress in keeping pace with the needs of their authorized customers.

Navy Exchanges have expanded the number of items being sold, added new services and have become a source of quality merchandise. "Seconds" and "irregulars" have no place in a Navy Exchange. The Navy Exchange policy is to provide brand-name items, which offer the customer the best value in the long run.

To provide attractive facilities for shopping, the Navy Exchanges have embarked on an extensive renovation and construction program to upgrade the exteriors and interiors of the stores, service stations, cafeterias, barbershops, enlisted men's clubs and other Exchange activities. In recent years, more than \$12 million of nonappropriated funds have been set aside each year for this purpose.

HERE'S A REPORT on what has been done to improve and extend the facilities of your Navy Exchange and Commissary.

•**Expanding Stock of Items**—Commissary Stores have considerably enlarged their assortment of items. Ten years ago, they were restricted to stocking approximately 2000 items; today the stores can stock as many items as their shelf and warehousing spaces will permit.

•**Renovation and New Buildings**—Approximately \$3-\$4 million is spent each year on Commissary Store

renovations and new construction. Since the Navy Commissary Stores depend primarily upon appropriations for their construction program, progress has not been quite as rapid as that of the Exchange program.

•**Holding the Line on Price Markup**—One significant area that has remained steadfast is the markup percentages applied to items listed for resale. Over the past decade, Navy Exchange markup has remained at an average of 15 to 17 per cent and Commissary Stores have been holding a five per cent markup. This compares to a 40 to 45 per cent markup in civilian department stores and a 20 to 25 per cent markup in commercial supermarkets.

Discount stores operate on an estimated 20 to 25 per cent markup for retail merchandise and approximately 10 to 12 per cent markup for groceries and meats. Exchanges and Commissary Stores now have the authority to meet prices of items sold by local stores that are consistently below those of Navy Resale outlets. Discount houses, in particular, tend to offer certain items, day after day, week after week, at cost or slightly below in order to attract customers.

Holding fast on markup does not necessarily mean that prices haven't increased—they have. Gone are the days when cigarettes sold for eight cents a pack or ground beef was 11 cents a pound. Why? Because the cost of merchandise is increasing every day. Exchanges and commissary stores have to pay more for what they buy, just as civilian retailers do.

What holding the line on markups really means is that customers of exchanges and commissary stores are getting a better value for their buying dollar. In most

RY &



COMMISSARY and EXCHANGE

instances, they can purchase more for that same dollar in the exchange or commissary store than they can in the civilian sector.

Navy Exchanges and Commissary Stores are offering more to their customers in other areas too.

• **"Mini-Mart" Convenience Stores**—Within the past year or so, customers have seen most exchanges add convenience stores or "mini-marts" to their operations.

refund, adjustment or replacement—even if the item was purchased at a Navy Exchange in another part of the country.

The Navy Resale System Office is working out details with the Army, Air Force, and Marine Corps Exchange Services to expand this policy further. Hopefully in the near future, merchandise may be returned to any nearby military exchange.

• **Double-Knit Officer-CPO Uniforms**—In September of this year Navy Exchanges will be selling a service dress blue uniform for officers and chief petty officers



Above: The mobile canteen, an important and appetizing part of the Navy Exchange system in Yokosuka. Right: A smorgasbord of helpfulness at the Personal Services Center, Memphis, Tenn.

These stores provide a selection of items such as bread, milk, snacks, prepackaged luncheon meats, cigarettes, razor blades, ice cream, baby foods, pet food and other items.

The convenience stores are open evenings and weekends and are usually located near housing areas or centers of population at naval activities. They are the Navy Exchange equivalent of 7-11 stores.

At the present time, there are 117 of these stores in operation and 15 more in various stages of completion.

• **Policy on Merchandise Guarantee**—Navy Exchanges have recently expanded their "satisfaction guaranteed" policy so that unsatisfactory merchandise may be returned to the nearest Navy Exchange for



made from a 100 per cent polyester double-knit material. This uniform will cost approximately the same price as the regular weight wool or wool and synthetic fabrics.

•**Special Values Highlighted**—Navy Commissary Stores are now participating in product promotions sponsored by food manufacturers and highlighting

Below: Saving money with two carts at N.S. Treasure Island commissary. Below, right: Clothing sales at Great Lakes make for convenient one-stop shopping for Navy men.



special values through instore advertising. Items that have been reduced in price are listed on flyers available at the store so customers will know which items are on "special" as soon as they enter.

•**Health and Beauty Aids**—As another customer service, commissary stores have added a basic selection of health and beauty aids to their stock of merchandise. Eight categories of items are included—baby needs, shaving products, personal care items, first-aid, hair care, non-prescription drugs, oral hygiene products and items for black patrons. A minimum of 70 items will be stocked, primarily in the larger or family size to afford greater savings.

•**Customer Service Desks**—To assist customers with any problems or questions they have and to provide a central point for refunds, adjustments and special orders, most Navy Exchanges have established a Customer Service Desk on the sales floor. These desks are

manned by personnel specially trained in customer service.

•**Children Welcome**—In Commissary Stores, children of any age are allowed entry as long as they are accompanied by an authorized patron. This makes it easier for mothers to do their shopping without incurring the additional expense of a baby-sitter or a nursery.

•**Hours of Operation**—They have been expanded at Navy Commissary Stores and a number of the larger



stores are now open six days a week. In addition, all stores must be open at least one evening for late shopping. This makes it easier for customers to do their shopping at times other than paydays and thus avoid the crowds.

•**Layaway Plan**—All Navy Exchanges have a layaway plan to help customers spread out the cost of high ticket items. In some cases, a minimum dollar amount has been established. Under the plan, any item of merchandise may be set aside for up to 60 days and payments may be made in three installments. Christmas toys can be set aside for up to 90 days. Payments for these toys can be spread out over three monthly payments as long as the final payment is made by mid-December.

•**Rental Equipment**—One service of the Navy Exchange Program that is drawing considerable interest is the rental service, which has recently expanded the

COMMISSARY and EXCHANGE

items available for renting on a daily, weekly or monthly basis. These include such things as color TV sets, sewing machines, air-conditioners and automobiles.

• **Navy Lodge Accommodations** — Another service providing considerable savings to Navy families are Navy Lodges. These are motel-like temporary housing units that are available on first priority to Navy personnel and their families on PCS orders. Many of these units provide full accommodations for families of five and include a kitchenette to help save money on eating expenses. The motel-like units rent for about \$8.00 per day. All Navy Lodges are under the management of the Navy Exchange.

• **Store Advisory Boards**—Within the last year, Navy shore activities have established "action lines" and Navy Exchange and Commissary Store Advisory Boards to give Navy men and women and dependents a greater opportunity to communicate their ideas, suggestions and requests concerning resale operations, as well as other matters, to the men in charge.

Advisory Boards are composed of a cross-section of the station population and meet periodically with ex-



change and commissary store management to present the point of view of those people that the board members represent. One area that causes much discussion is usually preceded with these words—WHY DOESN'T . . . ?

The Why Of Restrictions on Resale Activities

WHY DOESN'T the exchange sell tires, television sets, shrubs and plants? Why doesn't the exchange have a wider range of merchandise? Why can't we have a bigger commissary store?

The answer to most of these why's is that Navy Exchanges and Commissary Stores are not as "free-wheeling" as many people would like them to be. Cer-



tain restrictions have been placed on these resale activities.

Shortly after World War II, there were no limits on what could be sold in Navy resale outlets . . . any item that was legal could be sold. However, commercial stores raised such a hue and cry over the unlimited and unrestricted military resale outlets that Congress was forced to step in and attempt mediation.

A special subcommittee of the House Armed Services Committee did not go along with commercial demands to close all military resale activities. At the same time, the committee members could not sanction the continued unrestricted merchandising policies being practiced by the military stores.

As a result, the Armed Services Exchange Regulations were developed, approved by Congress and published by the Secretary of Defense in 1949. These regulations revised the categories of merchandise that could be sold by military exchanges in the continental United States, and also put a limit on the maximum wholesale cost for each authorized item of merchandise. The regulations described the services that resale activities could provide and spelled out who would be an authorized customer. A set of similar, but less restrictive, regulations was also published for Commissary Stores.

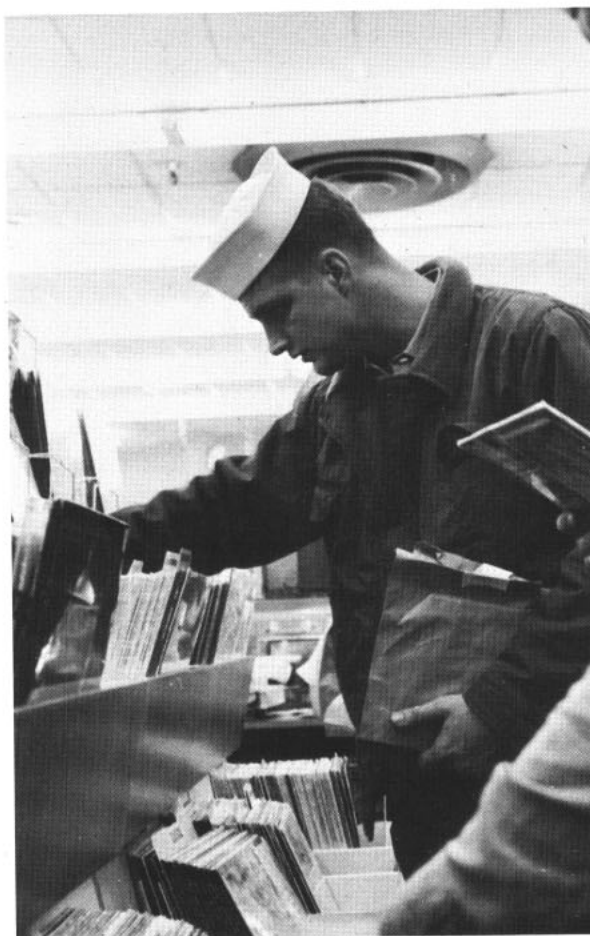
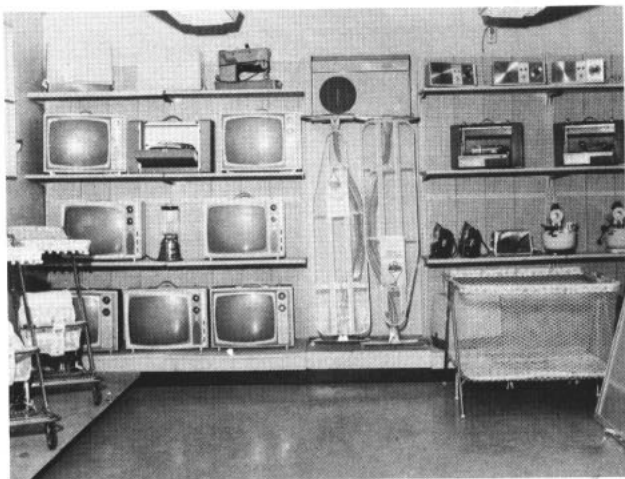
Navy Exchange and Commissary Stores have been abiding by these regulations ever since. Periodic reviews of resale operations are conducted by the House Armed Services Committee and from time to time the Armed Services Exchange Regulations are updated and revised to reflect changing conditions. The latest Congressional review was undertaken in May, June

Facing page: The Bellvue Guest House, Washington, D. C., and other such lodges extend hospitality to visitors or families in the process of relocation. Below: Navy families are able to rent just about anything at facilities such as this at Roosevelt Roads, P.R. Bottom: The low prices of the rent-a-car service at Lemoore, Calif. Navy service station are really No. 1. Right, below: The record counter at the NAS, Jacksonville Exchange is a stereo buff's bonanza. Right: Commissaries everywhere are filled with bargains—the dream of Navy housewives everywhere.

and July of this year. Recommendations of the subcommittee have not as yet been released.

HERE ARE SOME of the specific cases which determine what may or may not be for sale:

- Categories of authorized items provide for the type of merchandise that most exchange customers need and a selection of semiluxury and luxury goods



COMMISSARY and EXCHANGE

within specified price limitations. This is one of the reasons why certain items such as major appliances, men's suits and stereo components are not available in exchanges which are located in the continental United States.

- The size and range of merchandise selection are restricted to some extent by the amount of money that is available to invest in merchandise. As nonappropriated fund activities, Navy Exchanges pay all of their own expenses.

The exchanges just cannot afford to stock a broad range of merchandise in each category unless they have the sales to back them up. Merchandise that sits on the shelf or in the warehouse is tying up money needed to keep the exchange stocked with other goods.



- To ensure continued financial stability, exchanges must follow established stock-to-sale ratios that are developed for anticipated sales volume and the availability of other inventory funds. At times, this limits exchange selection of merchandise to the most popular items, particularly in the smaller stores.

- Space is another restriction facing Navy Exchanges. More than 50 per cent of the exchanges are housed in facilities that were designed for other purposes such as barracks, galleys and gymnasiums. Using these buildings as retail stores cuts down on the size of departments, the amount of shelving and counters that can be used and creates storage problems. Consequently, less merchandise can be ordered and displayed, shopping is crowded and items run out of stock at a faster rate. Many of these problems are

eliminated as new stores are being built. New construction is being accelerated as much as possible to combat this situation.

- Most Navy Commissary Stores are operating under two major handicaps—inadequate facilities and insufficient staffing.

Like Navy Exchanges, a majority of Navy Commissary Stores are operating from converted facilities that are 20-30 years old. Unlike exchanges which use nonappropriated funds for much of their construction, commissary stores depend upon Military Construction funding for new facilities.

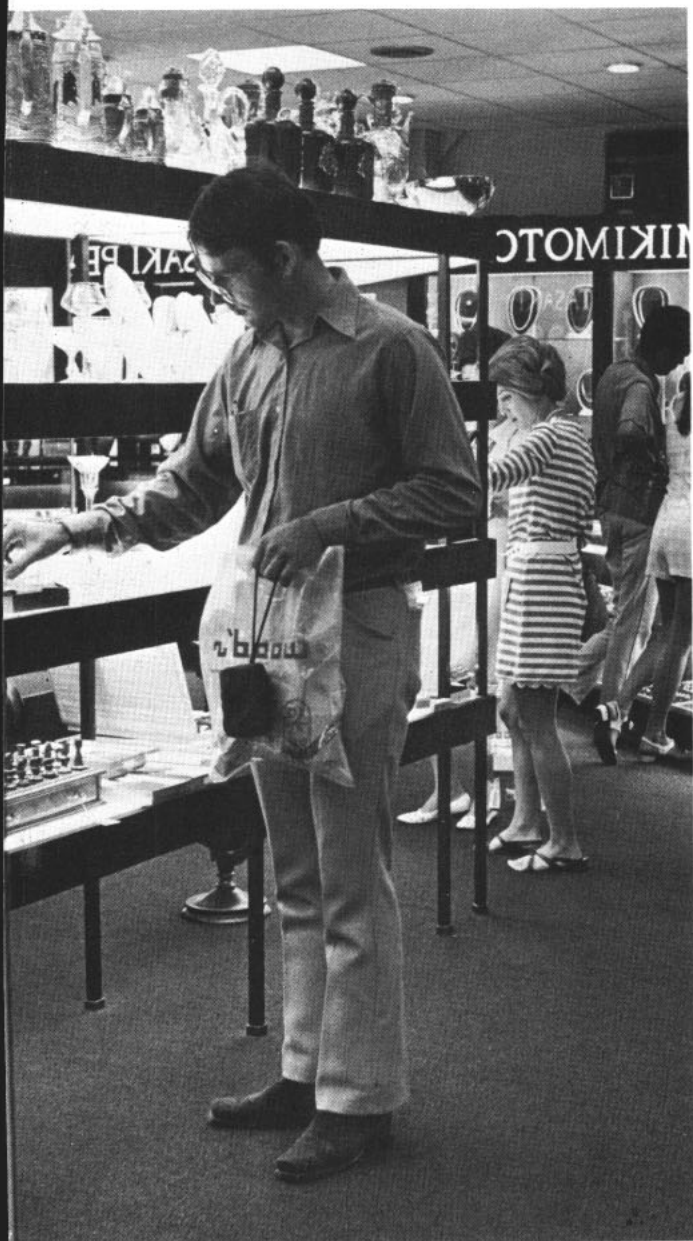
Higher priorities for other buildings have left little Military Construction Funds for improving Navy Commissary Stores. The Navy Resale System Office has been using one per cent of the surcharge paid by customers of commissary stores to make renovations and improvements in store facilities. Attention is being



Above, left: The NAS Norfolk Navy Exchange Service Center is a money-saving necessity for auto-owners. Above: Doing-it-yourself isn't always fun, but the Navy Exchange provides the means with which to do one's weekly washing chore.

directed to those stores that require the most improvements.

Cutbacks in funds appropriated for use throughout the Navy and ceiling restrictions on Civil Service grade levels have made dents in commissary store personnel manning levels. In order to free people to provide customer services, the Navy Resale System Office



has developed computerization programs and the complexing concept of operation.

Computers are used to prepare much of the administrative and procurement paperwork and to maintain necessary records. Under the complexing concept, a large store is assigned support responsibility for several smaller stores in the same geographic area. The main store handles the administration, procurement, stock control and accounting functions for all stores in the complex.

NAVY EXCHANGES and Navy Commissary Stores continue to make improvements in their operations, continue to add to the services provided to patrons and continue to develop new ways of better serving the Navy man and his family.

You can help too! If you have a suggestion or a thought on how things can be improved in your ex-



change or commissary, let your Navy Exchange Officer or Officer in Charge of the Commissary Store know your thoughts. Bring your thoughts up at the next meeting of your local exchange and commissary store advisory board. By these means, you can get your ideas across and continue to be an active shareholder in your Navy Resale System.

Left, above: Military personnel and dependents can shop at the lowest prices worldwide in such places as the Navy Purchasing Department Display Room, Hong Kong. Left: Pack and wrap stations and mailing service are available in the Fleet Exchange. Above: A soda fountain and ice cream parlor bring "back home" refreshment exchange patrons at Subic.

NEW LAW OFFERS

Greater Survivor Ben

THE UNITED STATES Congress enacted legislation this Fall which considerably reduces the expense a retired Navy man or woman must bear in providing benefits for his survivors. The terms of the new plan signed into law by the President on 21 September place the cost of providing for survivors on a par with that borne by employees of the Federal Civil Service.

- The new plan applies to both current and future retirees.

- It also benefits the survivors of a man or woman who dies while on active duty after completion of 20 years of service.

- It includes provisions applicable to Navy men and women who retired before the bill was enacted. They may participate in the new plan whether or not they had a stake in the survivor plan which was formerly in effect.

A Navy man or woman who has a spouse and dependent children may, under the new plan, choose to cover only his spouse. He may also choose, if he wishes, to cover only his children and, of course, he may provide coverage for the whole family. A service man or woman who decides to cover only his spouse when he enters the plan, isn't necessarily barred from providing coverage for his children at a later date.

On the other hand, if he has an eligible spouse when he enrolls in the new survivor benefit plan and provides coverage only for his children, but not his spouse, he cannot later include his spouse in the plan.

A prospective retiree who chooses not to participate in the plan, or chooses to participate at less than the maximum amount or chooses to participate for children only when there is a spouse, must make this decision at least 30 days prior to retirement. However, he may rescind this decision up to his retirement date, should he so desire.

A man or woman without a spouse when he joins the plan but who does have dependent children, can provide coverage for his children, then provide coverage for a spouse when and if he later marries. The Navy man or woman who has neither wife nor husband nor dependent children when he retires can later provide coverage for all if he later marries and has children.

A close relative, business associate or other person may also be included in the coverage provided by the new plan if the individual has an insurable interest in the retired Navy man or woman. If a Navy man or woman later marries and has children, he may drop the coverage for the insurable interest person in favor of his new spouse and any children which subsequently may be born or adopted.

TO COVER A SPOUSE ONLY, a Navy man or woman will be charged two and a half per cent of the first \$300 of his monthly retired pay or lesser designated "base amount," plus 10 per cent of any amount above \$300. If the retiree wishes to do so, he may designate any amount of his retired pay down to a minimum of \$300 to be used as a base for the annuity. This cost for coverage for a spouse will continue as long as the retired serviceman or servicewoman lives, even if the spouse dies or the marriage ends in divorce or is annulled. The cost of coverage for children terminates when there are no longer any eligible children.

The survivor annuity payable to a spouse upon the death of a retiree covered by the plan will equal 55 per cent of the "base amount." This benefit will be paid until the spouse dies or becomes ineligible due to remarriage. Remarriage after age 60 does not affect payment of the annuity. This plan guarantees the surviving spouse an annuity of 55 per cent of the retiree's retired pay or lesser designated "base amount." However, the annuity may flow from one or more sources at various points in time, that is, part from the Veterans Administration as Dependency and Indemnity Compensation and part from Social Security benefits. Listed below are examples of how this works.

IF THE WIDOW is caring for more than one dependent child, there is no deduction from the annuity because of entitlement to Social Security benefits. When the widow has only one dependent child in her care, the amount of the mother's Social Security benefit attributable to the retiree's military service will be offset from the 55 per cent annuity payable under this plan. The mother's share of the Social Security benefit in this case is roughly 50 per cent of the benefit payable. Additionally, after widows reach age 62, where there are no dependent children, the amount of the widow's Social Security benefit attributable to the retiree's military service will be offset from the 55 per cent annuity. In all cases, however, the combined payments from the Survivor Benefit Plan and Social Security are guaranteed to equal or exceed 55 per cent annuity. In all cases, however, the combined payments from the Survivor Benefit Plan and Social Security are guaranteed to equal or exceed 55 per cent of the retiree's retired pay or lesser designated "base amount."

A surviving spouse who is eligible for Dependency and Indemnity Compensation from the Veterans Administration will not be entitled to the full annuity (55 per cent of the base amount) from the Navy. Where the Survivor Benefit Plan annuity is greater, only the difference between Dependency and In-

efits - AT LESS COST

demnity Compensation and the 55 per cent annuity would be payable by the military to the spouse. However, a refund of contributions would be made to the spouse to the extent that all or a portion of the 55 per cent annuity is not payable. If the amount of Dependency and Indemnity Compensation to which the spouse is entitled exceeds the 55 per cent annuity from the Navy, no annuity will be paid and the retiree's total contributions will be refunded to the spouse.

HERE IS AN EXAMPLE of the cost of participation to cover only a spouse:

Base Amount	Annuity Payable to Spouse	Monthly Cost
\$ 300.00*	\$165.00	\$ 7.50
400.00	220.00	17.50
500.00	275.00	27.50
600.00	330.00	37.50
700.00	385.00	47.50
800.00	440.00	57.50
900.00	495.00	67.50
1000.00	550.00	77.50
1100.00	605.00	87.50
1200.00	660.00	97.50
1300.00	715.00	107.50
1400.00	770.00	117.50
1500.00	825.00	127.50

* If full retired pay is less than \$300 per month, the member must designate the full amount of retired pay as the "base amount."

The cost to a retired service man or woman covering both his spouse and his dependent children is slightly higher than the cost of coverage for a spouse alone. Below is an example of this additional cost based on a man and his wife being the same age. The additional cost is expressed as a percentage of his full retired pay or whatever lesser "base amount" he designates. If the spouse is younger than the retired Navy man or woman, the cost will be slightly higher than is shown here. On the other hand, if the spouse is older than the retiree, the cost will be lower. Percentages shown have been rounded off—actual computations will be made by the Navy Finance Center.

Additional Cost for Children under Spouse and Children Coverage				
Age of Member	Age of Youngest Child			
	5	10	15	20
40	0.3%	0.1%	0.04%	0.00%
45	0.5%	0.3%	0.08%	0.01%
50	0.9%	0.5%	0.20%	0.02%
55	1.6%	0.9%	0.30%	0.04%
60	3.0%	1.5%	0.50%	0.07%

In case the surviving spouse of the deceased retiree dies or remarries leaving dependent children, the annuity previously being received by the spouse will be distributed equally among his eligible dependent children. No offset will be made in this case for Social Security or Dependency and Indemnity Compensation (DIC).

A man or woman who is providing coverage under the Survivors Benefit Plan for dependent children only will pay a cost based on the age of the member and the age of the youngest child. Normally, the charge will be less than four per cent of the base amount, but to make it easier, the following example provides some rounded figures. The cost is expressed as a percentage of the "base amount."

Cost of Participation to Cover Children Only				
Age of Member	Age of Youngest Child			
	5	10	15	20
40	1.5%	0.9%	0.5%	0.4%
45	2.6%	1.6%	0.9%	0.4%
50	4.1%	2.6%	1.4%	0.6%
55	6.2%	3.9%	2.2%	0.9%
60	9.4%	5.8%	3.2%	1.3%

NOTE: When electing coverage for a spouse and children or for children only, the cost for the children's portion is determined on an actuarial basis involving the age of the youngest child and is subject to recomputation if children are subsequently born to or adopted by the retiree.

As in the case when dependent children survive both parents, benefits paid to dependent children are paid in equal shares to each child and no offset is made for Social Security or Dependency Indemnity Compensation.

As might be expected, costs are higher and benefits are lower when a retired Navy man or woman designates as recipient of survivor benefits a person who is not his spouse or child but who had an insurable interest in him. There is no offset for Social Security or Dependency Indemnity Compensation. Below is an example of how this computation is made based on a member who is 55 years old and chooses to leave an annuity for a 30-year-old married daughter.

Gross Retired Pay	\$750.00
Cost*	225.00
Reduced Retired Pay	\$225.00
Annuity (55 per cent of Reduced Retired Pay)	\$228.75

(* 10% of full retired pay plus 5% for every five years of age difference equal 10% plus 20% equals 30%. \$750. X .30 equals \$225.00.)

Annuities under this plan are tied to the Consumer Price Index (CPI) and, whenever retired pay is adjusted because of an increase in the CPI, the survivor annuity is increased accordingly. For federal income tax purposes, the amount of contribution charged for coverage under the Survivor Benefit Plan is gross income. The Navy Finance Center in Cleveland will include such contributions on the retiree's W-2 tax statement each year.

Navymen who, after retirement, take jobs which are covered by the Federal Civil Service Retirement Plan may waive their rights to the Military Survivor Benefit Plan and participate in the Civil Service Plan. Those who do, of course, will not be subjected to reductions for the SBP.

If an active duty member dies after becoming eligible for retired pay (but before it is awarded) or if he is recalled to active duty after retirement, the spouse will receive an annuity equal to the difference between any Dependency and Indemnity Compensation (DIC) which may be payable and 55 per cent of what the member's retired pay would have been on the date of death if he had been retired on that date.

The DIC in this case is exclusive of any amount attributable to child entitlement or paid for aid and attendance. An active duty member is considered eligible for retirement on the date of death if he has completed 20 or more years of active duty. The grade for determining retired pay will be that in which the member would have been otherwise eligible to retire on the date of death. The percentage multiple for calculation of retired pay will be that applicable under the statute which qualifies the member for retirement.

Some examples of what this annuity would amount to under the present pay scale and the present DIC level are as follows. (In the first example, the entire amount received by the survivor would be paid as

Dependency and Indemnity Compensation (DIC).)

a. E-7 with 21 years' service at time of death on active duty.	
Retired Pay (If retired)	\$325.80
55% of Retired Pay	194.04
DIC	227.00
Annuity	\$000.00

b. E-8 with 24 years of service at time of death on active duty.	
Retired Pay (If Retired)	\$464.58
55% of Retired Pay	255.52
DIC	240.00

Annuity \$ 15.52

c. O-5 with 23 years of service at time of death on active duty.	
Retired Pay (If Retired)	\$907.00
55% of Retired Pay	498.85
DIC	299.00

Annuity \$199.85

d. O-6 with 27 years of service at time of death on active duty.	
Retired Pay (If Retired)	\$1,304.91
55% of Retired Pay	717.70
DIC	337.00

Annuity \$ 380.70

Generally speaking, the new Survivor Benefit Plan permits military retirees to provide financial security for a spouse or for dependent children at a very reasonable cost.

However, for those who retired and were entitled to retired pay before 21 Sep 1972, participation in the plan is not automatic. Unless they submit their election on DD Form 1881, or in some other manner acceptable to the Navy Finance Center, Cleveland, before 21 Sep 1973, they won't be enrolled in the program and, in the event of their death, their widow or widower will not receive an annuity from the Navy under this plan.

Explanation of Terms

WHEN YOU'RE TALKING about the new Survivor Benefit Plan for Military Retirees some definitions are necessary. For example, what is meant by the word:

●Widow—She is the surviving wife of a deceased retiree who was married to him on the date he became eligible for retired pay and was married to him when he died. She could also have married the retiree after he was retired and be married to him at least two years immediately before his death and be married to him when he died, or she could have married the retiree after he was retired and be married to him when he died but be married to him for less than two years immediately before his death provided she is the mother of living children by that marriage.

●Widower—Is the surviving husband of the deceased retiree who meets the same qualifications applied in the definition of a widow except, of course, as they apply to a male.

●Dependent Child—An unmarried child who is

less than 18 or at least under 22 who is pursuing a full-time course of study or training in a high school, trade school, technical or vocational institute, junior college, university or comparable recognized educational institution. A dependent child can also be one of any age who is incapable of self-support because of physical or mental incapacity incurred before the 18th birthday or incurred before age 22 while pursuing a full-time course of study.

The term also includes an adopted child, a step-child, foster child or recognized natural child who lives with the retiree in a regular parent-child relationship. A foster child must reside with a retiree at the time of his death, receive over one-half of his support from the retiree and not be cared for under a social agency contract.

●Insurable Interest—The new Survivor Benefits Plan provides for persons having an insurable interest in the retiree. This is generally interpreted to mean that the individual can reasonably expect financial gain from the continuance of the retiree's life.

Z GRAMS

MANY IMPORTANT ASPECTS OF NAVY LIFE have been changed and improved by Z-Grams. They are an on-going program, and as reviewed here, a sizable number are incorporated into permanent directives for continued implementation. For your information, here is a listing of Z-Grams for which additional guidance has been provided and where it may be located.

Many of the Z-Grams initially grew out of recommendations by Retention Study Groups and became the subject of testing in Pilot Programs before being adopted or expanded on a Navywide basis. For a full report on Retention Study Groups, see the August 1972 issue of *ALL HANDS* (page 2), and for a discussion on Pilot Programs, see the September 1972 issue (page 38).

Z-GRAM	SUBJECT	ADDITIONAL INFORMATION
3	Cryptographic Procedures & Policies	OpNavInst C5510.9D
4	Authorization for 30 days' leave on all Permanent Changes of Station (PCS)	BuPersMan 3020240
5	Civilian clothes aboard ship for 1st class POs	Uniform Regs
7	Navy Sponsor Program	BuPersMan 1810580
8	Officer assignment	Officer Personnel Newsletter
12	Civilian clothing authorized on naval shore establishments	Uniform Regs
15	Statement of earnings to all Navy members	NAVSO P3007
17	Personal check-cashing ceilings at naval activities	NavPers 15951
18	24-Hour service at Navy Finance Center, Cleveland	Navy Finance Center Disbursing Digest
21	Compensatory time off	BuPersMan 3030100
23	CPO Advisory Board to CNO	Replaced by MCPOC
30	Commissioned Officers' Messes Open	NavPers 15951
32	Reenlistment ceremonies	BuPersMan 1040290
33	Navy exchange and commissary store advisory boards	OpNavInst 1700.2B
34	Uniform changes	Uniform Regs
36	Standards of Service	OpNavInst 1700.4
40	Cash/Check option at payday	NavCompt Manual P1000
42	Junior officer requests for sea duty	BuPersInst 1331.5
43	Processing of disbursing claims	OpNavInst 5040.7F
44	Quarterdeck watches	Canceled by Z-106
47	CO of Inactivating Ships	OpNavInst 4770.5C
49	Medals and Awards	SecNavInst 1650.1
51	Small Craft Insignia	Uniform Regs

55	Human Resources Management	BuPersInst 5400.57 (dept.)
56	Exchange of duty program for officers	Canceled by Navop 301439Z/145 Aug 71
58	Acceptance of checks in ship's stores	NavSup Pub 487
81	Regular Navy warrant officer program	BuPersMan 1020310
85	Legislation status report	Purpose accomplished
92	Civilian clothing aboard ship for nonrated personnel	Uniform Regs
95	Master chief petty officer of the command	BuPersInst 5400.58
98	Advance information about new duty stations	OpNavInst 11101.13E
99	Officer swords	Uniform Regs

Getting It All Together

GETTING IT ALL TOGETHER, as the saying goes, appropriately applies to the management of your personal affairs.

Think about it.

Should you die tomorrow, would your beneficiaries have at their fingertips all documents necessary to ease the problems of settling your estate? Or, if you should become listed as missing, would your dependents run into a maze of blind alleys once they're faced with the management of your personal affairs?

Thought-provoking questions, but not alarming if you have your personal affairs in order.

Note that the emphasis is on *personal* affairs. That is, for example, the whereabouts of your will, your family's records such as birth certificates, and other important papers relative to your legal existence. Do not confuse this effort with that of your Record of Emergency Data, NavPers 1070/60, page 2, which is maintained in your official military service record (see box).

Gathering together a portfolio containing guidelines or footnotes on all of your personal affairs is no easy task. But, its value to those remaining to administer your affairs will certainly outweigh the time involved in its preparation.

Much of the recording can probably be jotted down on a comprehensive format such as the example shown here. It provides for many of the pertinent facts usually necessary in quickly settling personal affairs matters.

Think about it today, but consider seriously about the task of preparing for tomorrow. In other words, get it all together.

● MERITORIOUS ADVANCEMENTS FOR 200 POs IN MAY

A total of about 200 outstanding petty officers will be meritoriously advanced to CPO and PO1 on 1 May 73. Advancements will be authorized for 1st and 2nd class petty officers who have demonstrated sustained exceptional performance, both professional and technical, but who have not been advanced after having taken five or more advancement examinations. That number must include at least three of the last five examinations scheduled.

Previous meritorious advancement programs have been so successful that the program has been approved for continuation annually. A selection board of officers and senior enlisted people will meet in January to review records of individuals nominated by their commanding officers and to recommend those who appear best qualified for advancement. Names of selectees will appear in a BuPers Notice in February. BuPersNote 1430 (25 Aug 72) contains more information and a sample letter of recommendation.

● "BARE BONES" WATCH TEAMS: PILOT PROGRAM UNDERWAY

Seventeen ships from both fleets are currently participating in a pilot program studying the feasibility of reducing the number of men on bridge

TIDES & CURRENTS

A Message To The Fleet



VADM D. H. BAGLEY

IN an article in "Tides and Currents" earlier this year, I discussed "Revitalized Professionalism," which I believe is fundamental to recruiting and retention of the kind of people the Navy needs. In addition to recruiting and retention, however, this sense of "professionalism" is also extremely important to building special trust and confidence. I would like to share my

views with you on the importance of special trust and confidence.

When I talk about "trust and confidence," I think the whole issue revolves around the question "Whom do you trust with things that are of value to you?" In this simple context, people think about their children, valuable equipment, money, etc. In our business often-times we trust people with our lives; or looking at it another way, the Navy trusts some Navy people with the lives and careers of other Navy people. From my point of view, I trust people who have demonstrated that they will treat whatever I give them with respect, that they will be honest with me, and that they can be relied on to protect whatever it is when the going gets tough. This to me is the heart of the situation—treating other people with respect, leveling with them, and gaining their trust and confidence through competence and reliability.

Special trust and confidence in one another builds the friendships and professional respect which are the keystones of a Navy that works. We depend on one another just as the members of every other team depend on one another, and unless we have confidence that everyone else is pulling his load to the best of his ability, the team simply isn't fully effective. In the Navy, this kind of confidence in others is particularly important, because the success of our missions—and at times even our lives—depends on the right man being there doing his job when it's needed. A major goal in the Navy today is to provide a working and personal environment that

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watch teams in conditions three and four. Referred to as "bare bones" watch teams by Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., these teams consist of an OOD, a helmsman, one lookout, one quartermaster and one signalman. To take up the slack left by this personnel reduction, the ships are slated to be fitted with automatic bell loggers, fog signal timers and steering devices. Additionally, some of the destroyers will be equipped with laser communicators. Commanding officers of other ships are also being encouraged to reduce the size of bridge watches when consistent with safety and responsiveness.

● APPLICATIONS DUE SOON FOR WHITE HOUSE FELLOWS PROGRAM

If you're thinking about applying for the 1973 White House Fellows Program but haven't yet started your application, you've got no time to lose--to be considered for the 1973 program, applications must be postmarked no later than 15 Dec 1972. Established in 1964 by the President, the White House Fellows Program provides between 15 and 20 exceptionally promising young citizens, drawn from all sectors of national life, the opportunity to serve as Assistants to Cabinet officers or White House Staff members. In

encourages and strengthens the development of this kind of special trust and confidence among every man and woman in the Navy.

The Chief of Naval Operations is wholly committed to a philosophy of recognizing the dignity of each individual and according him the trust and confidence which he earns by the professionalism he shows on the job. One of the biggest problems we face is to recognize professionalism on its own merits without allowing prejudices, pettiness, and narrow social views to influence our judgment. The important judgment is whether or not the man will be there when we need him, and whether he will be doing his job to the best of his ability. The way we do our jobs, and our attitudes toward these jobs, determine the level of confidence others have in us. In turn, as confidence builds, greater trust and greater responsibilities are given to us.

Individuals occupying responsible billets must be given the confidence and support that their position merits, and they must also be accountable for their performance and the performance of the men under their supervision. The Navy will always emphasize that responsibility, authority, and accountability go together. One must keep these factors in balance in a military organization, or for that matter, in any successful organization.

The matter of special trust and confidence is very much one of the individual's own sense of honesty and his own standards of performance, as well as meeting the minimum requirements of the job. In many small

details, the individual is the only one who knows whether he did his best on the job. Eventually, the overall performance of the division, or command, shows the effect of the performance of all of the people assigned. Those in the chain of command, either at the top or nearer the bottom, have the duty to evaluate the performance of those under them and the responsibility of rewarding the outstanding performers with promotion, pay and increased responsibilities and providing public recognition and appreciation for a job well done.

The classical advice to those wanting to get ahead in the Navy has always been, "Seek Responsibility." That advice remains as good today as it was in the first years of our Navy. The person who seeks responsibility and does the job well soon finds that he enjoys the special trust and confidence of his superiors and that the combination is one that unlocks doors to satisfying careers, whether in the Navy or out of it. This has always been true, but is especially true in these times when the number of ships in the Navy is being reduced. We will have an increasing need for men and women of all grades who willingly shoulder greater responsibilities and in whom we can repose special trust and confidence because of their professional capabilities and personal integrity.

David H. Bagley

addition to their daily tasks, they participate in educational activities revolving around the government's processes, personalities, and problems. In this way, they learn at first hand the major issues faced by their government and the challenges of finding and implementing solutions.

The purpose of the program is three-fold: first, it permits some of our most capable young people to participate in policy making at the highest levels of government; second, when "graduate" Fellows return to their respective communities and professions they take with them and impart to such communities the experience of their government association; third, their presence and ideas broaden the perspective of the departments in which they work.

The benefit of such a program to the Navy, and its men and women, is obvious. Yet, of 19 Fellows who have come from the Armed Services since the program's commencement, only two have come from the Navy while the Marine Corps has placed two, the Air Force six and the Army nine.

This year, the Navy is making a special effort to insure that its personnel know about this program and to provide all possible help and encouragement in applying throughout the application and screening process. The Chief of Naval Personnel has been actively involved in this year's program and has, among other actions, appointed a program manager at BuPers level to assist applicants in evaluating their applications and prospects and to answer all questions concerning the program.

BUPERS Notice 1560 of 31 August 1972 provides eligibility guidelines and application procedures based on the White House announcement of this year's program. Navy men and women are asked to consult the notice and consider applying while there is still time.

If you wish to obtain application forms or additional information about the program and your qualifications, contact the BUPERS White House Fellows Program Manager (Pers-P111) by mail or phone. Write to Bureau of Naval Personnel, White House Fellows Program Manager (Pers-P111), Department of the Navy, Washington, D. C. 20370; or phone 202-0X4-4315 (commercial) or 224-4315 (autovon).

● NAVAL TEST PILOT SCHOOL CLASSES DELAYED FOUR MONTHS

The starting dates of classes at the Naval Test Pilot School have been delayed for four months as a result of improvements being made at the school, including an updating of its syllabus and changes in curriculum. The convening date of Class 65 has been delayed from February to June 1973 and subsequent classes will be delayed similarly. These delays have also changed student requirements in fiscal year 1973. BuPers Notice 1331 (5 Sep 72) has the details.

● GOING OVERSEAS? YOUR DEPENDENTS MAY HELP

With the forward deployment concept going into effect, many Navy families will be stationed in overseas areas where military-sponsored facilities--such as schools, medical centers and exchanges--are minimal. In order to

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assist in mutual community support, it is helpful to identify needed skills possessed by dependents of members assigned overseas. As a result, volunteers for overseas duty are requested to identify in the "Remarks" section of their Duty History and Preference Card (NavPers 1306/34) any special skills--such as secretarial, teaching, nursing, hairdressing, etc.--which their dependents might put to use in their new community.

● ACCELERATED ADVANCEMENT PROGRAM CONTINUED

Based on recent personnel research indicating a high degree of success, the Accelerated Advancement Program is being continued. Under this program, certain percentages of the graduates from various Class "A" schools are advanced to PO3 upon completion of their training--without competing in a Navywide examination. To meet continuing fleet requirements for trained Navy people, the percentages authorized for accelerated advancements--which vary according to the particular schools--were recently updated for future graduating classes. For more information, see your personnel officer about BuPersNote 1430 (31 Aug 72).

● FOUR NEW SCHOOLS ADDED TO PACE

The Navy's Program for Afloat College Education (PACE) recently received a shot in the arm when four new colleges and universities were added, bringing the total number of participating schools to seven. These new schools--George Washington University, Chapman College, the University of Hartford, and the University of Rhode Island--will bolster PACE's efforts to provide Navymen an opportunity to study college courses while aboard ship. This program consists of a series of lectures by college professors before and after a ship's deployment and filmed lectures during deployments. During FY 72, PACE provided training to more than 5000 sailors on about 100 ships.

● MORE COMMISSARIES BEGIN SIX-DAY SALES WEEK

Six more commissary stores are now open six days a week, joining eight others which have been operating on a six-day schedule since December 1971. The six stores recently added are located at NAS Jacksonville, NAS Pensacola, NAS North Island, NTC Orlando, NS Newport and NAS Oceana. Selection of these stores was made by the Navy Resale System Office on the basis of sales volume, number of customer transactions and sales area. It is expected that the longer sales week will result in better customer service.

● CNO SITREP SIX: "ONE DAY AT A TIME"

CNO SitRep Six, a film about alcoholism entitled "One Day at a Time," is currently being distributed to major fleet and shore commands. In this film, rehabilitated alcoholics discuss problems of alcohol abuse, its symptoms, and what the Navy has done and is doing to help them through its alcohol rehabilitation program. The film encourages viewers to look a little more closely at their personal drinking patterns. SitRep Six aims to show that chronic alcoholism can be--and is being--successfully treated in today's Navy.

from the desk of the Master Chief Petty Officer of the Navy

"Flightdecks to Firerooms" On Tour With CNO



MCPON JOHN D. WHITTET

"Good evening, Admiral! Yes, sir! That's fine, sir, I can handle it!" One thing for sure, I said to myself, Admiral Zumwalt hasn't stopped charging. Through the window, the shadows of a long day are making their final appearance. The ground crew has pulled our wheel chocks and the engine exhaust is whipping and

spreading some lingering runway puddles.

Let's see now, uniforms, orders, shot record, passport, visas, trip folder, itinerary, cigars, aspirin, dang . . . I knew I forgot something. The CNO film—I left it in the office.

Airborne now, up and over the nation's capital, our first stop will be Hawaii. For the moment at least, it's like a checkerboard down there, squares and rectangles of yellow and brown. We must be over Nebraska, maybe Kansas. At least I won't be "hot bunking" it this time.

To my left, a 1st class yeoman is taking dictation and a chief yeoman is pounding on his battery-powered typewriter. Just in front of me, a flight steward is serving the admiral some hot tea. The group behind me has just broken the heavy in-flight routine of paperwork with a joke. I can't remember when I have laughed so hard. Even the admiral is breaking up. Suddenly, I'm hungry! Touchdown . . . Hickam AFB; we'll spend a couple of hours on deck and I've got a scheduled briefing with Pacific Fleet MCPON Frank DeMase.

Back in the air again, more fuel, more paperwork; our next stop will be in Guam, then Indonesia. I'll have some time to corner the admiral. "I'm here to tell you, the soup is hot!" "Don't worry, you can handle it." At last . . . "That's right, sir, and even if we don't . . ." My long-awaited appeal comes to an end as the Chief of Naval Operations reaches across a table full of classified material and

initials the word "Go" and the letter "Z" in the right hand margin of my paper. "Let's do it. What's next?"

Djakarta is next, the next stop that is, then on to Cubi Point for a meeting with the troops, questions, answers, some more serious business and a little shut-eye.

In DaNang, salutes, handshakes, warm smiles, friendly words, some very serious business and we enter the helo that has been waiting for us, destination . . . "Yankee Station." During the next three days our party will visit three carriers, several destroyers, a cruiser, amphibious support ships, several auxiliaries and thousands upon thousands of Navymen.

Aboard *Kitty Hawk*, *Cleveland*, *Mount Katmai*, aboard every ship there are briefings and meetings with the crew. Above all, there are questions. Everywhere we go there are questions. "Admiral, we seem to have a discrepancy regarding haircut policy aboard this command, could I ask you to turn around, sir?" "Can you tell me, sir, why the" . . . "I don't have the answer to that one for you but I'll get one!" "My question, sir, is with" . . . "That is not correct." "Thank you, sir." The questions keep coming. "Master Chief Whittet, can you respond to this question?" "Admiral Zumwalt, about three months ago I" . . . "We will look into it for you, you'll be hearing from us."

One cannot help but feel the sense of trust and respect and even excitement that is generated between the CNO and "Yankee Station" Navymen. At this moment the big "Z" is descending through a hatch and going down a ladder on his way to the fireroom, in whites. "Hey, man, look at that!" "Can you believe it?" "I can believe it." "I can believe it."

DaNang, we are back in DaNang. All those faces, some familiar, many never seen before and perhaps never to be seen again. At least the questions are being remembered even if all the faces can't be. The admiral's staff has nearly three full notepads of shorthand questions, problems, complaints and suggestions. I must have a couple of dozen myself. By the time we return to Washington all three notepads will be transcribed, smoothly typed and the individual items will be ready for action routing.

That's the Pacific down there. We will soon be coming up on the California coast. Everyone aboard is exhausted. Several staff members continue working steadily, while others have simply fallen into an impenetrable sleep. "You've got to sleep fast, going East." "Hey what day is it now?" . . . "Sunday" . . . "Again."

From CNO to seaman, from flightdecks to firerooms, the spirit was there. What deep pride, I thought to myself, what serious professionalism. Recapping my thoughts, I cannot remember when I have been more impressed with the readiness and morale of our combat forces.

U.S., Greece Try Exchange Program

FIVE MEMBERS from units of U. S. Naval Task Force 60 recently participated in a U. S.-Greek personnel exchange program while operating in the Mediterranean. Five American petty officers were assigned to Greek ships while five Greek petty officers worked aboard *uss Franklin D. Roosevelt* (CVA 42) for a 12-day period earlier this year.

The purpose of this program, which resulted from a joint effort by Commander Task Force 60, Rear Admiral D. D. Engen, and Greek Rear Admiral Arapakis, was to acquaint sailors of both navies with operations of the foreign sea service.

THE AMERICAN PETTY OFFICERS selected for this exchange—AO2 Mike Laura of *Roosevelt*, FTG3 Dan O'Brien of *uss Meredith* (DD 890), AO2 Brian Mulherin of *Roosevelt*, FTG3 Glen Brewer of *uss Jonas Ingram* (DD 938) and DS2 Bob Halford of *uss Leahy* (DLG 16)—were also present for the broadcast. Each of these men had visited a different Greek ship, all of which were former U. S. vessels.

"I've heard of southern hospitality," said Halford, "but my visit to *h. s. Thyella* proved that Greek hospitality was the best in the world. They treated me like a king—even when we went ashore on liberty, they wouldn't let me pay for anything," he added. "They were the greatest group of people I've ever met."

"What impressed me most," said Mulherin, who visited *h. s. Lonchi*, "was the Greeks' sincerity. The crew was really tight—close together, I mean. They were like brothers, and it was really a refreshing experience."

"I was surprised at the cleanliness of *h. s. Nafkrotoussa*," said Laura. "It was every bit as clean as our own ships."

All five American sailors were so favorably impressed with the reception they received from the Greeks that they have requested transfers to U. S. ships in Greece. "The exchange program is a good thing," one of them remarked, "and I think everyone should have a chance to participate."

While the Americans were visiting Greek ships, five Greek petty officers—CPO Evangelo Katsaras, PO1 Stanley Kraustalis, PO1 Angelos Galanakis, PO1 Peter Nikitopoulos and PO2 George Zamparas—visited *Roosevelt*. Four of these men are electronics specialists and one is a fire control technician.

DURING their 12-day stay aboard *Roosevelt*, the Greek sailors learned as much as possible about carrier operations. As one of the four guides assigned to the party of Greeks remarked, "They just seemed fascinated that you could fly airplanes off a ship."

Shortly after the exchange program ended, *Roosevelt* sailors got a further taste of Greek culture and hospitality when the carrier dropped anchor off

Rhodes, a Greek island in the Aegean Sea. Known by some as the Sun Isle, Rhodes provided perfect weather for cycling, shopping, swimming, or just relaxing on the beach.

Many *Roosevelt* sailors took advantage of a Special Services-sponsored tour of the island. Although the Colossus of Rhodes no longer stands, there was still plenty to interest any sightseer—the Valley of Butterflies, the Acropolis of Kamiros and Lindos, and Rhodes' old Medieval City, to name a few.

FOR THE ATHLETICALLY INCLINED, an intramural basketball tournament—with 23 teams competing—was held in the carrier's hangar bay, and *Roosevelt's* soccer team played two local village teams during the stay.

While *Roosevelt* crewmen were seeing Rhodes, the people of Rhodes were seeing *Roosevelt*. Approximately 1100 guests visited the ship during two days of general visiting, including a local troop of Girl Scouts and several Rhodes citizens and tourists who visited *Roosevelt* as special guests of crewmembers.

Highlighting the carrier's six-day visit was a retreat ceremony held in the hangar bay. The Marine Detachment's drill team and the Task Force 60 Show Band performed for 75 prominent Rhodes citizens who attended the event as guests of RADM Engen and Captain Charles J. Youngblade.

—JO3 Ron Grove

New Dental Clinic Opens at Pearl Harbor

NAVY DENTISTRY took a giant leap forward with the recent opening of the new Pearl Harbor Dental Clinic. The center is the first of three newly constructed clinics in the Navy that will be officially opened this year, and will be devoted exclusively to dental care.

Housed in a \$1.5-million building, the clinic will be staffed by approximately 70 Navy members and 20 Red Cross volunteers, and will enable Navy dentists at Pearl Harbor to increase markedly their effectiveness. Nine more dental officers are being assigned.

One of the latest features of the clinic is its treatment chairs—these are designed to act as a total unit, reclining to allow the patient to relax and to give the dentist a better view of his patient. Instrument trays, lamps and suction water machines are attached to the chair, thus eliminating the usual clutter of wires and cords.

Such a clinic has been in the planning stages for more than 20 years, but it was only last year that the project was funded and approved. For the personnel at Pearl Harbor, the new clinic is a welcome addition, and for naval dentistry, it is a signpost of the future.

Schools for Ocean Exploration

TWO NEW NAVY SCHOOLS concerned with exploration of the oceans' depths have recently been established at Ballast Point, San Diego, Calif. Generally known as "The Naval School, Deep Diving System," one of the training facilities primarily will teach saturation diving. The second school, the "Navy Deep Submergence School," will offer instruction in running deep submergence vehicles.

Saturation diving is a timesaving and work-saving method which allows a man to decompress only once during his diving mission, whether the mission lasts three hours, three days, or three weeks. The man is subjected to the pressure equivalent of the depths at which he will be working while he is still on the surface, and then he is transferred to that depth by way of a pressurized elevator.

If the diver has completed his day's work—but not the entire mission or project—he may be transferred to the surface where he will remain under the pressure at which he has been working. He may eat, sleep or relax until he is ready to descend again. Only when his mission is finished does the diver go through decompression.

The school curriculum includes physics, hyperbaric chamber, decompression chambers, instruction in deep-diving equipment, watchstanding aboard USS *Elk River* (IX 501) which has a deep-diving system on board, and a qualifying saturation dive.

The Navy Deep Submergence School has courses which prepare pilots and crewmembers for assignment to deep submergence vehicles and deep submergence rescue vehicles. The training centers around the deep-diving bathyscaph *Trieste II* (DSV 1), which can operate at 20,000 feet underwater, and the *Turtle* (DSV 3) and *Sea Cliff* (DSV 4), which can go to 6500 feet; also two Deep Submergence Rescue Vehicles, DSRV 1 and DSRV 2.

WHILE THE DEEP SUBMERGENCE VEHICLES are primarily concerned with research and repair of underwater operations, the rescue vehicles concentrate on retrieving men from disabled submarines. The basic operation here is for the DSRV to home-in on a sub, attach itself, transfer the men, and then surface.

Both schools will function under the auspices of the Chief of Naval Technical Training, Memphis, Tenn.

One Enlisted Man's Quest for Education Pays Off With Degree After Years of Study

FIFTEEN YEARS AGO Jose V. Tuquero decided he wanted to graduate from college. This year he fulfilled that dream.

In the meantime, however, he wasn't idle. He joined the Navy, attended Interior Communications "A" school, worked in that rate for six years, converted to Electrician's Mate, became a U. S. citizen (he's a native of the Philippines), completed EM "B" school,

and became a chief petty officer.

But he was still thinking of a college degree—a dream inspired by his father. He attended night school and took courses through the United States Armed Forces Institute. When he transferred to the Radio Transmitter Facility in Lualualei, Hawaii, he enrolled in Chaminade College and finally received his bachelor's degree in business administration.

Now Chief Tuquero has another dream—a master's degree. He's already working on it at Pepperdine University, in Los Angeles, Calif.

Referral Program Is Key to Successful Second Career for Many Navy Retirees

THE AVERAGE MAN retiring from the Navy has a bright and meaningful future ahead of him—he can still look forward to 20, 30, or even more years of productive life. But, in most cases, the transition from military to civilian life poses some problems—as well it should, considering that it represents a fundamental change in a way of life. As with all problems, the best solution is that which is based on the most up-to-date and accurate information available, and the key to a successful second career is planning and development of civilian employment objectives.

The Navy's REFERRAL Program is specifically designed to help you identify and reach these objectives. Originally the program was set up to accomplish man-job matches through a computer; the retiree's skills and location preferences are registered with a computer that maintains a listing of jobs submitted by private industry.

The Navy has expanded this service by providing individual counseling designed to help people determine their immediate and long-range goals. Probably the greatest benefit an individual receives from this counseling is motivation to take action in planning for his retirement. Ideally, such planning should begin one to two years before completion of active duty.

If you're approaching retirement, you should start planning your second career by contacting your nearest REFERRAL program manager. For the eastern U. S. and Europe the address is: Commanding Officer, ATTN: REFERRAL Program, Naval Station, Norfolk, Va. 23511. For the western U. S. and Pacific region, write to: Commanding Officer, ATTN: REFERRAL Program, Naval Station, San Diego, Calif. 92136. The Autovon number for the east coast REFERRAL office is 690-7322/7151; for the west coast office, the Autovon number is 958-1786/1787.

In addition, a booklet entitled *Target: Tomorrow, Second Career Planning for Military Retirees* (NavPers 15178) is available for people approaching retirement. If you haven't seen it or don't have a copy, you can obtain one from your nearest TRANSITION office or through your personnel officer. It's your future—plan for it now.

List of New Motion Pictures Currently Available to Ships and Overseas Bases

HERE'S A LIST of recently released 16mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service. Movies in color are designated by (C) and those in cinemascopy by (CS).

The Little Ark (C) (CS), Drama; Genevieve Ambrose, Philip Frame.

One Day in the Life of Ivan Denisovich (C), Drama; Tom Courtenay, Alfred Burke.

The Last Rebel (C), Western; Joe Namath, Jack Elam.

Hoffman (C), Comedy Drama; Peter Sellers, Sinead Cusack.

X, Y and Zee (C), Drama; Elizabeth Taylor, Michael Caine.

The Honkers (C), Comedy Drama; James Coburn, Lois Nettleton.

Eagle in a Cage (C), Historical Drama; Kenneth Haigh, Billie Whitelaw.

Silent Running (C), Science Fiction; Bruce Dern, Cliff Potts.

The Hot Rock (C) Comedy Drama; Robert Redford, George Segal.

The Last Picture Show, Drama; Timothy Bottoms, Cloris Leachman.

Harold and Maude (C) Comedy Drama; Ruth Gordon, Bud Cort.

Wild in the Sky (C) Comedy; Brandon De Wilde, Keenan Wynn.

\$ (Dollars) (C), Suspense Comedy; Goldie Hawn, Warren Beatty.

Frogs (C), Horror; Ray Milland, Sam Elliott.

Pocket Money (C) Comedy Western; Paul Newman, Lee Marvin.

Chandler (C) Crime Drama; Warren Oates, Leslie Caron.

Lock, Stock and Barrel (C): Drama; Tim Matheson, Belinda Montgomery.

Mary Queen of Scots (C) (WS): Drama; Vanessa Redgrave, Glenda Jackson.

Red Sun (C): Western; Charles Bronson, Ursula Andress.

Zero Population Growth (C): Science Fiction; Oliver Reed, Geraldine Chaplin.

The Birdman (C): Drama; Doug McClure, Rene Auberjonois.

The Boyfriend (C) (WS): Musical Comedy; Twiggy, Christopher Gable.

Fright (C): Melodrama; Susan George, Honor Blackman.

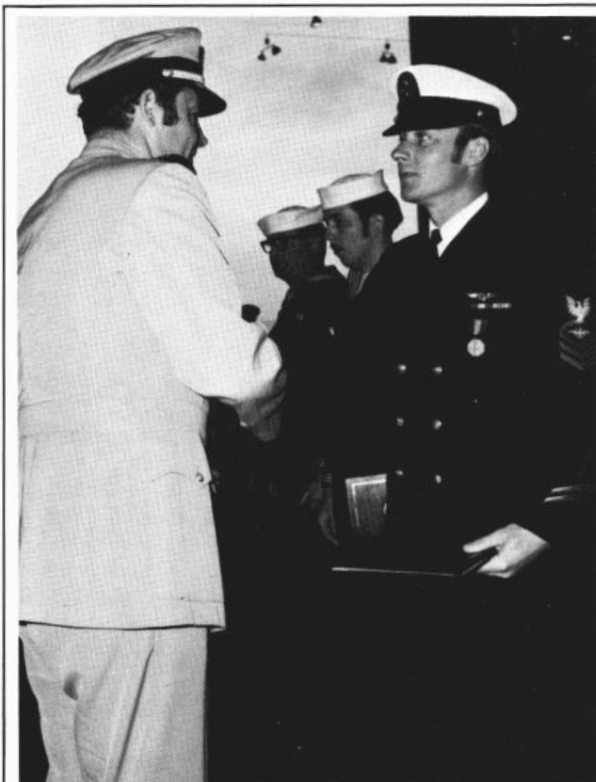
Believe in Me (C): Drama; Michael Sarrazin, Jacqueline Bisset.

The Jerusalem File (C): Adventure Drama; Nicol Williamson, Bruce Davison.

Cabaret (C): Musical; Lisa Minnelli, Joel Grey.

The Great Northfield Minnesota Raid (C): Western Drama; Cliff Robertson, Robert Duvall.

The World of Sport Fishing (C): Fishing Documentary.



Chief Aviation Antisubmarine Warfare Technician Michael B. Stanley, currently serving with Patrol Squadron 46, was recently awarded the Navy and Marine Corps Medal for rescuing two small girls from a fire in a Mountain View, Calif., apartment building. While attempting to fight the fire, Chief Stanley heard coughing coming from an apartment that allegedly was vacated and, with complete disregard for his own safety, twice crawled into the smoke- and flame-filled unit and rescued the two small children who had been overcome by smoke.

Hands of the Ripper (C): Horror; Eric Porter, Jane Merrow.

The Culpepper Cattle Co. (C): Western; Gary Grimes, Bill Bush.

Enlisted Code Would Identify Navymen Qualified for Duty With Special Groups

A PROGRAM has been started to identify enlisted Navymen who have special education, experience, language skills and interest in international or intercultural affairs. Those who have such qualifications would be given NEC 9578 for possible assignment to military assistance advisory groups, military missions, mobile training teams, personnel exchange programs and other billets.

To be eligible for NEC 9578, chiefs should be in the top 50 per cent and others should have been rated outstanding, with none having been convicted by a court-martial in the past four years. A recommendation from the applicant's commanding officer is necessary along with a record of solid performance and a high potential and desire for overseas service.

Complete information on the Country-Area or regional classification of enlisted men (CARCE Program) may be found in BuPers Notice 1221 of 7 Aug 1972.

LPD 9 SCORES AS MINI-CARRIER

A WESTPAC TOUR can be significant in many ways. So it was for the amphibious transport dock ship *USS Denver* (LPD 9) during her recent deployment to Vietnam. She played several new roles in the air war against North Vietnam, one of which set her aside from other ships of her class.

With the intensification of fighting in early April, *Denver* received her first assignment—to act as an operating base for SAR helicopters. As bombers struck targets in the North, *Denver* stood ready to rescue any downed airmen within reach. Subsequently, two Air Force flyers and one Navy pilot were logged aboard.

Denver assumed additional air-connected duties with an embarked detachment of HU-1E helicopters whose airmen served as gunfire spotters for destroyers shelling enemy coastal positions. But it was during her final role in the deployment that LPD realized her finest hour as a "mini-carrier." She claims to have made aeronautical history as the first ship to launch United States Marine attack helicopters on missions in North Vietnam waters.

Nicknamed *Seacobras*, the AH-1J helos were used to fight off enemy small craft attempting to resupply North Vietnam troops.

The flight deck team on *Denver* worked around the clock in these air operations as they launched, recovered, armed and rearmed the Marines. The LPD/-Cobra team effort was joined by destroyers and fixed-wing aircraft from nearby Seventh Fleet carriers in an all-out effort to put the squeeze on the enemy's supply lines.

When *Denver* returned to her home port, San Diego, at the end of the 10-and-one-half-month Pacific tour, she was awarded (for the second time in her four years of commissioned service) a Yellow "E" for Air Operations Excellence.

Her crew had consistently demonstrated its prowess in connection with air operations by outstanding day-to-day performance and by meeting all commitments and formal inspection requirements over a specified period. But particularly noteworthy, and certain to remain most vivid in the minds of her crew, was *Denver's* performance in the Gulf of Tonkin where she demonstrated the full measure of her versatility.

Kitty Hawk Shoe Launch

LIEUTENANT COMMANDER DON GAPP, outgoing catapult officer aboard *USS Kitty Hawk* (CVA 63), made his last launch this summer and in doing so also kept alive a rare Navy tradition for catapult officers on aircraft carriers. As most of the flight deck crew gathered at the number four catapult to watch, LCDR Gapp gave the familiar signal and launched his deck shoes into the Tonkin Gulf.

The actual origin of the launching of the outgoing catapult officer's shoes is lost in the annals of naval history.

"I believe the launching of the deck shoes signifies

A Couple of Aviation Firsts

Making their first operational fleet deployment aboard the ASW carrier *Intrepid* (CVS 11) are the S-2G Trackers. Their primary mission is the development of both tactics and equipment for the S-3, slated to join the fleet in 1974, which will bring about advancement in the immediate ASW capacity of Antisubmarine Warfare Group Four and *Intrepid*. With its improved instrumentation, the S-2G will detect and track targets more quickly and accurately than ever before.



FIRST CARRIER LANDING—The Navy's newest jet fighter, the F-14 Tomcat, made its first carrier landing onboard *USS Forrestal* (CVA 59) on 28 June. The aircraft made its first carrier take-off from *Forrestal* 16 June.

that the shoes' owner will never have to work on the flight deck again," he said. "In my case they were launched because that's my job—launching."

LCDR Gapp has been *Kitty Hawk's* catapult officer for two years, and he will be assuming a billet at the Naval Weapons Laboratory, Dahlgren, Va.

'LADY LEX'

WHEN THE CONSTANT WHINE of jets and roar of props disappear, the carrier *USS Lexington* (CVT 16) heads for home. Her job is done, at least for the time being.

Lexington has a unique role as the Navy's only training carrier, her primary mission is the qualification of pilots—both basic and advanced students. She also serves as a refresher for Fleet and Reserve pilots. Operating out of Pensacola since 1962, *Lexington* has handled everything from the sophisticated A-6 to the tireless T-28. She often does her work from six in the morning to midnight without a break and she's been doing it a long time.

She does her job extraordinarily well, considering that she has celebrated her 29th birthday and she is manned by only a portion of her complement. For her 1400 officers and men the job of carrier qualifications has become familiar routine. But, what is uncommon about her performance is the unmatched safety record that the flight deck crew continues to compile every time she's at flight quarters. Her record probably will never be matched by another carrier—over 290,000 arrested landings to date.

Lexington's catapults also hold a record—well over 144,000 shots.

When back at home, *Lexington* takes on her second job, that of community relations for the Pensacola area. *Lex* has the most active program of any area ship. Each day in port is considered open house and people from all over the nation arrive on board to pay a visit. An average weekend sees about 300 visitors on board and rain does not deter them. During the one week a month *Lexington* is in port for maintenance, she welcomes people from all over America; for example, Missouri, Arkansas, Oklahoma, North Carolina or Michigan. Some are school band members and some could be old Navy pilots who served in *Lex* during World War II. Others range from a prince from Iran, to 40 "Head Start" students, or a rear admiral in the Federal German Navy.

ON THE AVERAGE, 2000 to 3000 visitors a month tour the ship from foc'sle to flight deck. Quite often they write back to *Lexington* relating the wonderful time they had on board.

"Lady Lex" was retired at Bremerton, Wash., from 1946 to 1955, only to be recalled to active service, and at 29, she's the oldest active carrier in the Navy.

Leading the Fleet with her number of arrested landings, *Lexington* has an unusual job, both at sea and in port, and what makes it all worthwhile is when someone says "thank you."

—LTJG Stephen Conroy



Top to bottom: "Lady Lex," world's oldest aircraft carrier. (2) *Lexington* stands out of Pensacola Harbor. (3) The launch sign is given to a fleet A-6.



ON THE SCIENTIFIC FRONT

Large Pontoon Uses Gas Bubble to Raise Heavy Objects from Ocean Floor

A LONG-STANDING AMBITION was realized when the Navy recently completed three successful weeks of open sea testing of its Large Object Salvage System (LOSS) in the Gulf of Mexico off Panama City, Fla. The system, as it now stands, consists of a large pontoon which is lowered over a sunken object. The arms of the pontoon grip the sunken object by firing explosive studs into it. Both the pontoon and the object to be salvaged are then raised to the surface by buoyant gas.

The pontoon used in the Florida test weighed 100 tons and was 45 feet long by 15 feet in diameter. To raise an object, a gas bubble large enough to displace the weight of the sunken object and the pontoon must be built up within the pontoon. The bubble can be generated either by conventional compressed air technique or two new methods using liquid nitrogen or liquid rocket fuel. The depth of the sunken object determines the technique to be used.

The LOSS project is part of an overall Ocean Engineering Research and Development Program coordinated by the Oceanographer of the Navy. When the system is complete, it will have self-positioning pontoons and can lift aircraft and medium hull ships from depths of 1000 feet without the aid of divers.

• The rapidly advancing technology and intense scientific research of the modern Navy can be seen on every vessel in the Fleet in the form of improved navigation, ordnance, safety and the overall efficiency of crews.

ALL HANDS

Unmanned Research Sub Investigates Underside of Thick Arctic Ice Field

AN UNMANNED ARCTIC RESEARCH SUBMERSIBLE (UARS) was tested beneath the ice near the arctic drifting research ice station operated by the Office of Naval Research. The submersible was designed to survey the underside of the ice—a task which formerly could be undertaken only by Fleet submarines or divers.

The UARS is nine feet long and shaped like a torpedo. It has an acoustic command control system for navigation and data telemetry. It is launched and recovered through a hole cut in the ice.

While under water, the submersible has a speed of three knots and can range 9000 feet from its launching hole, reaching a depth of 1500 feet, if necessary. It can remain under the ice for 10 hours.

During one four-hour period of operation, the UARS was maneuvered in a series of figure-eight patterns which totaled 17 miles. Its precision upward-looking echo sounders recorded over 200,000 position-correlated measurements to produce an under-ice profile of an area one mile in diameter. The profile disclosed pressure ridge keels more than 75 feet deep, although there was no indication on the top side of the ice that such formations existed.

The research submersible can be fitted with a variety of instrumentation for oceanographic and acoustic investigation and is expected to increase research capabilities under central arctic basin ice as well as in the ice zones surrounding the basin.

Use of Sodium or Calcium Ions Show Body Temperatures Could Be Altered

MANIPULATION of body temperature may become possible, according to a study sponsored by the Office of Naval Research. In experiments on subhuman primates, tiny areas of the hypothalamus were perfused with solutions of calcium or sodium ions to alter normal body temperature. Use of calcium ions produced a maximum temperature of 109 degrees for about 12 hours while the lowest temperature achieved with sodium ions was 87.8 degrees. Repeated perfusions kept one animal at low temperature for three days.

Normally, the body will try to restore a normal temperature through various mechanisms such as shivering or sweating. When the sodium and calcium ions were used, however, body temperature remained either high or low despite dosages of hot or cold water which temporarily altered the animal's temperature before it returned to its previously induced abnormal level.

To bypass the blood-brain barrier (the body's natural defense against foreign substances), the temperature-altering chemical solution was piped directly to the brain. Later developments, however, may permit a physician to control a human patient's temperature through pills or injections. Such a capability would be important to medical science because lowering a patient's temperature would reduce the risk of surgery while raising it would help fight certain infections.

Simulated 1000-Foot Wet Chamber Dive Proves Worth of New Breathing Gear

TO EVALUATE a new underwater breathing apparatus, a three-man British-American team completed a simulated 1000-foot wet chamber dive in near-freezing water at the British Navy's Deep Trials Unit at Alverstoke, Hampshire, England.

The Mark 10, Mod 4 System being tested is a closed-circuit underwater breathing apparatus which reuses the breathing medium and adds whatever oxygen is needed whenever necessary. The system is intended to support life and monitor a diver's physiological condition at a depth of 1500 feet for four hours in water varying in temperature between 29 and 100 degrees Fahrenheit.

In the water tank which contained the experimental chambers, conditions simulated a deep-sea environment with average water temperature hovering at 34°F. One of the divers' two chambers contained bunks, an eating area and other life support facilities similar to those found in a lunar module. The second chamber was separated from the living space by a lock system and was about two-thirds full of water. This space was used for work experiments.

The divers were wired for external monitoring of their heartbeats, respiratory systems and other vital signs. Each of the three men spent a total of about six days at the simulated 1000-foot depth and accumulated 24 hours of "swimming time" before they began decompression.

The simulated dive was termed a success and the Mark 10, Mod 4 system is now ready for operational testing in the open sea. The Royal Navy has also been invited to participate in these tests.

Scientists Continue Studies in Battle To Conquer Menace of Boring Organisms

A CONTINUING BATTLE against marine boring organisms is being conducted by the Naval Research Laboratory (NRL). These minute organisms cause damage to underwater structures estimated in the mil-

ON THE SCIENTIFIC FRONT

lions of dollars in the U. S. alone.

One hundred and thirteen wood species were collected by NRL and exposed to the marine environment for up to 90 months in three different tropical waters—the Caribbean Sea at Coco Solo, C. Z., the Pacific Ocean at Naos Island, C. Z., and in the brackish Miraflores Lake, a section of the Panama Canal. If any of these natural woods resisted marine borers, they could be used in underwater construction instead of chemically treated wood which can pollute the environment.

The Naval Research Laboratory discovered that woods having either high or low silica contents were very resistant to the teredos borer and that hard, dense woods were generally more resistant to all borers. The wood which best resisted damage was *Dalbergia Retusa* (Cocobolo) which, because of the tree's physical nature, is unsuitable as a source of marine construction timbers.

Because of the unusual natural resistance of the wood, however, work is being done to determine the nature of the active material which protects it. Scientists feel it may prove suitable for treating less resistant conventional marine construction timbers.

Navy Conducts Structural Tests On Model of Midocean Platform

TESTS ARE BEING CONDUCTED at Port Hueneme's Naval Civil Engineering Laboratory on massive precast hulls and columns. They form the major components of a model for a mid-ocean platform proposed as an advanced naval base for the next decade.

The model consists of two cylindrical hulls, each 37 feet long, five and a half feet in diameter, having walls four inches thick. The hulls support vertical concrete columns each seven feet long and three and a half feet in diameter which, in turn, support a steel deck measuring 27 by 32 feet. Entry into either hull is possible through one of the columns.

The 120,000-pound working model is undergoing a series of structural and hydrodynamic tests in Port Hueneme's harbor. During the tests, the hulls are submerged to a level that places the deck four feet above the waterline.

The tests may presage a full-scale module 300 feet square, although other configurations 400 by 1200 feet or 1000 by 4000 feet are also possibilities. The tests have been a part of a broad Navy program to look into all aspects of building larger bases at sea.

Concrete was selected for the construction because

it is readily available, can be mass-produced, lasts long in a marine environment and can be formed, initially, into any shape. The modules can be manufactured, launched and towed to the site at which they are to be used.

'Jet Net' Is Used to Collect Plankton At Operational Speeds, Without Injury

OCEANOGRAPHERS can now collect plankton from ships moving at operational speeds, thanks to a "jet net" which was tested recently aboard USS *Shreveport* (LPD 12).

Plankton, of course, are free-floating organisms of the sea which are important to the Navy because many boring and fouling organisms have planktonic stages in their life's cycle. Plankton also affect sound propagation and underwater visibility. Usually, collection of these microorganisms is possible only at low speeds which prevent the specimens from being crushed. The "jet nets," however, can recover undamaged samples at speeds of 15 knots and without handicapping ship movements.

The "jet net" is an 18-inch metal device which reverses and slows the water flow inside it so that even delicate specimens such as jellyfish are collected in good condition at high speeds. The device was tested aboard *Shreveport* while she was en route from Norfolk to the Azores on the 1972 Naval Academy Midshipmen Training Cruise. It is expected that future use of the net should enable oceanographers to obtain valuable information without relying solely on research ships.

Device Couples Brakes to Gas Pedal, Chops 50 Per Cent Off Reaction Time

A DEVICE WHICH PLACES a vehicle's brake and accelerator in one pedal connected to both the braking system and the carburetor has been invented by Professor Gary K. Poock of the Naval Postgraduate School. According to the inventor, the device reduces braking time by several seconds; hopefully, enough time to avoid an accident.

The invention was tested under simulated driving conditions in the laboratory, then installed in an automobile for use under normal driving conditions during

Prof. Gary K. Poock with his experimental "stop & go" pedal which combines the accelerator and brake pedals in automobiles.



a five-day period. Students at the Postgraduate School who tested the combination pedal adjusted easily to the new device and reported as much as 65 per cent reduction in reaction time. The average, however, was a reduction of 50 per cent between the time the alert to stop was given and the time the driver applied the brake.

Effects of Lengthy, Major Solar Flare Are Studied in Navy Satellite Experiment

A NAVY SATELLITE EXPERIMENT has closely monitored and recorded the effects produced in the earth's ionosphere by a major solar flare that lasted several days. On earth, the flare was seen as the Aurora Borealis (Northern Lights) which caused worldwide interruption of radio communications.

The *Agena* satellite carried four experimental packages in a 400-mile circular polar orbit. The instrument package measured ionospheric changes and is ex-

pected to remain operational for up to a year.

Preliminary examination of the satellite data shows that the giant flare bombarded earth with more intense showers of electrons and protons than any other solar storm which has been observed by a satellite. Since the 11-year cycle of solar activity is now in its declining phase, fewer flares are expected but scientists believe those which do occur will be of greater magnitude.

The solar storm began on 3 August and high-energy particles began hitting the earth's atmosphere within a few hours. The slower moving electron and proton particles arrived in about four days. The data collected by *Agena* will help Navy scientists understand the effects of solar storms on polar radio communications, auroral and polar cap phenomena.

The experiment on the satellite is in two parts—the low- and high-energy particle detectors and the Earth-Reflecting Ionospheric Sounder (ERIS). The experiment has 18 individual instruments to collect data on proton, alpha and electron particles that come from the sun and enter the upper atmosphere.

ERIS sends out high frequency radio signals in the polar regions, then receives and records the signals reflected back from the earth's surface to the satellite. These signals are partially absorbed in the upper atmosphere because of the ionizing effect of the high-energy particles from the sun.

Optical Device—an Invisible Needle—Is Used to Store and Distribute Data

EVERYONE HAS HEARD of the little man who wasn't there, but only the Office of Naval Research knows about the invisible phonograph needle—it is developing it. The *needle* is actually an optical device, one version of which is being developed as part of an inexpensive system for storing and distributing computer data in multiple copies. The system is called OROS (Optical Read-Only Storage). Data, of course, usually is stored on magnetic tapes but OROS, NRL believes, would be cheaper than magnetic tape. Records, however, could never replace magnetic tape for storing large amounts of data in a computer.

OROS has no moving or mechanical parts and its reading speed is limited only by the associated electronic circuitry. Although the device can really play conventional phonograph records, its great advantage lies in its ability to use a greatly reduced groove size, thereby producing the "superlongplay" record.

One possible spinoff application for an SLP (other than data storage) is in the playback of disc-recorded television programs. A disc with more grooves could contain programs two to three times the length of video disc-recording systems now under development. The longer playing records, of course, would have a storage advantage at sea and would be particularly handy aboard the smaller ships of the U. S. Navy.

AVIATOR RESCUE

HC-7 Squadron Saves Lives

DRAMA, along with an air of uneasiness, filled the Gulf of Tonkin early one morning in August as men from Helicopter Combat Support Squadron Seven (HC-7), aided by planes from the aircraft carriers *uss Saratoga* (CVA 60) and *uss Midway* (CVA 41), flew over 20 miles into North Vietnam to rescue a downed aviator.

On the previous evening, Navy Lieutenant James

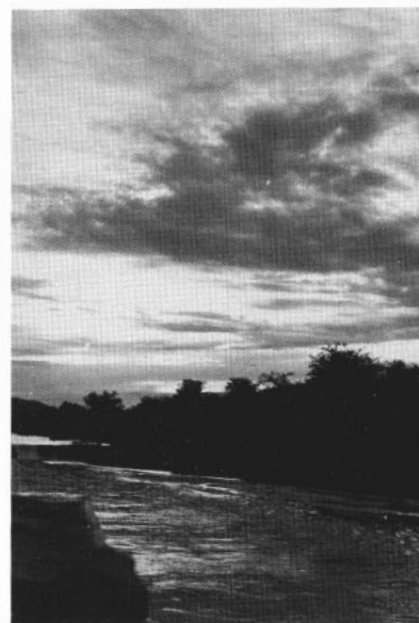
Below: Elated emotions are shared by rescuers of LT James R. Lloyd (center), following his escape from inside North Vietnam. Right: Big Mother, the rescue helicopter used by HC-7 pilots and crew, was an HH-3A. Shown here is another version of the copter. Below right: A tough mission finding a lone downed aviator in the dense jungle. This is a sample of the rescue area.

R. Lloyd, flying from *Saratoga* on a routine mission, was hit by a surface-to-air missile. Here is his own account of his rescue by HC-7, the squadron whose slogan is "Combat SAR Prevents POWs":

"I maneuvered to avoid the *Sam*," recalls LT Lloyd, "but the next thing I heard was a thud on my left wing. I went into a hard left roll and then saw big metal sheets of my wing coming off. I wanted to bring the aircraft over the water, and tried to do so with the rudder, but my stick was frozen. When my plane went into a full nosedive, I ejected."

After safely landing northwest of Vinh, the aviator immediately saw people scattered over the surrounding countryside.

"At one time, some of the North Vietnamese came within six inches of me," he recalls. "They had guns



and were firing randomly. I hid in the bush and initially they didn't see me. My green flight suit blended well with the vegetation."

As soon as possible, the pilot communicated with the Navy jets still flying overhead by means of his hand-held survival radio. He told them that there was enemy in the area, that he was unashamedly scared and wanted pick up, pronto.

RESCUES TAKE TIME, however, and the downed airman was faced with evading his would-be captors for almost five hours, running, crawling, hiding, and even playing dead. The lieutenant was actually discovered in hiding at one time by two men as he lay entwined in a bush.

"Something was said and I figured it was all over for me. I didn't know what to do so I just didn't move. Twice they jabbed me in the back with the barrel of a gun, something was said again, then I heard footsteps running. I figured one guy was standing guard. I had to get away, so I slowly rolled over, and to my amazement, both were running up the hill. I guess they thought I was either dead or injured. I got up and just ran like hell," Lloyd recalled.

He headed towards the hills northeast, but was spotted by his searchers who sprayed automatic weapons fire which went over his head. He dropped and crawled, edging toward the horizon, moving further north. He heard more voices and dove into a rice paddy which he remembers as having an "unbeliev-

able stench." It was then he realized how much he ached and smelled. Nevertheless, he remained a free man.

Once again the lieutenant regained radio contact with the Navy jets overhead and asked them to call in the helo. The pilots heard his pleas and radioed for the Navy "Big Mother," an HH-3A helicopter, to make what was to be one of the Navy's deepest rescue penetrations into North Vietnam.

AFTER LAUNCHING from its northern search and rescue position at 2220 hours, Big Mother, piloted by Lieutenants Harry Zinser and William Young, traveled south along the coast waiting for permission to cross the beach into northern territory. While orbiting off the coast, the rescue aircrewmembers, Petty Officer 3rd Class Douglas Ankney and Airman Matthew Szymanski, test-fired the helo's weapons and prepared for the SAR effort.

Permission to "go" came at 0155 and Big Mother, escorted by Navy jets, crossed the beach and entered the hostile land. With Young at the controls and Zinser operating the radios and monitoring the engine instruments, the rescue helo proceeded through the cloudy night at maximum airspeed.

As the helo approached the downed aviator, Lloyd began giving Zinser radio directions to his hiding place. The enemy, meanwhile, attempted to lure the rescuers into a trap, firing pencil flares and strobe lights near their positions. Then they opened up with a murderous string of small-arms fire at the helo when Young turned on his search and landing lights in an attempt to spot Lloyd and a possible landing site.

It took nearly 10 minutes of searching before Big Mother landed in a hail of gunfire about 100 feet from the downed aviator. He recalls once again that he ran like hell towards the beautiful, single Big Mother and dove in.

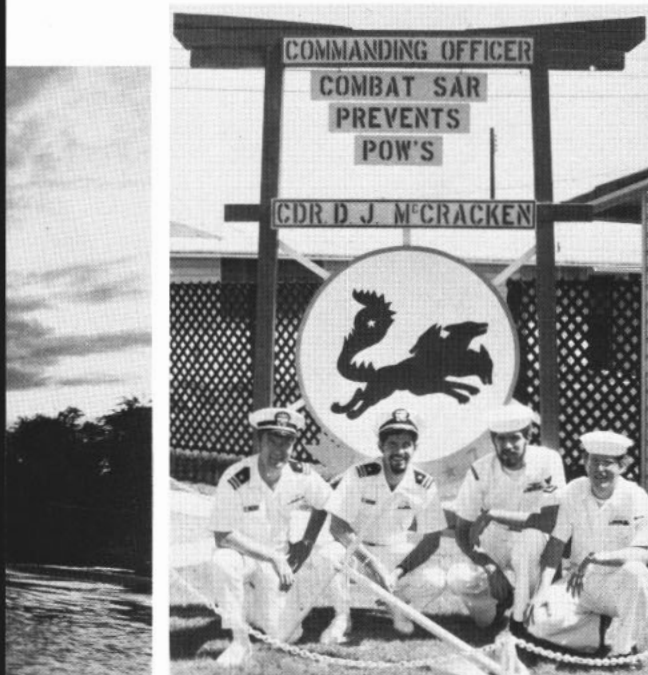
It was 0223. The mission was only half over.

Quickly, LT Young made a high-powered takeoff, almost totally on instruments, while Airman Szymanski answered the enemy's ground fire with bursts from his M60 machine gun.

THE HELO WAS UNDER FIRE almost constantly in its race back toward the sea. At one point, about five miles from the coast three red fire trails passed on both sides of the aircraft by less than 20 yards. They missed and Big Mother reached the sea and was vectored to a nearby dock landing ship where, at 0300, she set down safely. The rescue of LT James R. Lloyd was over, no American was killed or injured or listed as missing. They were lucky, for upon returning to *Saratoga* the following morning, the aviators learned from a jet pilot who had been overhead during the rescue mission that they had been taking antiaircraft fire at pointblank range when Big Mother landed in the darkness.

Surely it must be difficult for one to express his feelings after having experienced such an ordeal. In LT Lloyd's words: "It's fantastic what so many people will do to save one life."

Below: Tenacious teamwork by this quartet of naval airmen exemplifies the rescue squadron's spirit and mission; they are (left to right): LTs Harry Zinser and William Young; AE3 Douglas Ankney and AMHAN Matthew Szymanski.



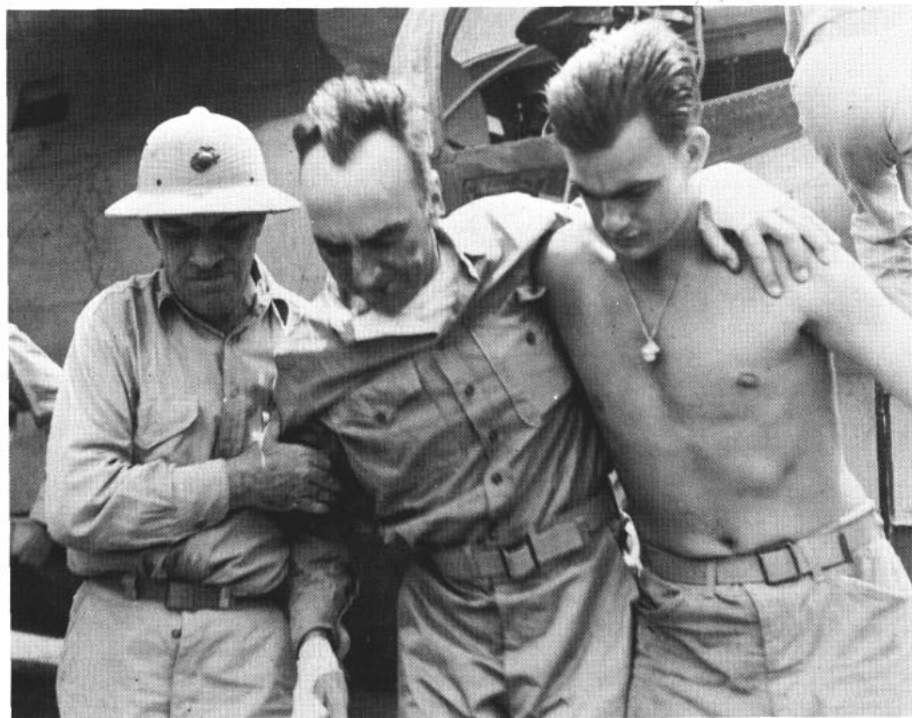
Historical Supplement :

LOST AT SEA !

A Retelling of the
Dramatic Rescue of
"Captain Eddie"
Rickenbacker by
Navy Pilots in the
World War II Pacific

RESCUE AT SEA is always a dramatic event, but occasionally it becomes a historic episode as well. Of the many rescues with which the Navy has been credited, possibly none combined the features of nationwide concern, fortitude on the part of those lost, and dogged determination of the searchers more fully than the rescue of "Captain Eddie"—former Army Air Force Captain Edward V. Rickenbacker—after an incredible 21 days adrift in a life raft. The country had been shaken by the news that his plane was missing in the Pacific only ten months after the attack on Pearl Harbor. His rescue by Navy flyers and the tale of his ordeal make an engrossing story.

Americans were still reeling from the shock of Pearl Harbor, when, 10 months later, they were jolted with the news that "Captain Eddie"—Army Air Force Cap-



After 21 days at sea in a rubber raft, CAPT Rickenbacker is helped from the rescue plane by COL Robert L. Griffin, USMC, and one of the plane's crewmen. Opposite right: a B-17 similar to Rickenbacker's downed plane, is shown after bombing Gizo Island in the Solomons.

Three members of VS-1-D-14 who played a major part in the rescue of CAPT Rickenbacker are (left to right): LT William F. Eadie, AR2c Lester Boutte, and LTJG F. E. Woodward. Eadie flew the OS-2U which sighted the raft carrying Rickenbacker; Boutte spotted the first of the three rafts. Woodward flew Boutte and later flew a doctor to the uninhabited island where passengers of one of the rafts had taken refuge.



tain Edward V. Rickenbacker—was missing in the Pacific.

Why was the country so upset about the loss of Rickenbacker? For one thing, he was a national hero of long standing; he was affectionately called the "American Ace of Aces" as a result of his accomplishments during the First World War. As a pilot with the Lafayette Escadrille, Rickenbacker was awarded 19 decorations for bravery. Later he won the Medal of Honor, setting an American record of 26 enemy air kills—22 planes and four balloons. Now in 1942 the country was alarmed that he was missing. They'd be just as shook up today if John Glenn or Alan Shepard were drifting around in the Pacific.

Retired Navy Captain Lester H. Boutte remembers the rescue of the then-52-year-old Rickenbacker.

He was one of two eagle-eyed Navymen who spotted one of the Rickenbacker crew floating in the vast Pacific on 12 Nov 1942. As an Aviation Radioman 1st Class, the then-22-year-old Boutte was flying in a two-seater OS-2U scout plane piloted by Lieutenant Frederick E. Woodward. They picked out the raft belonging to the downed Rickenbacker aircraft on the ocean's surface.

The 'Uneventful' Flight

CAPTAIN RICKENBACKER'S FLIGHT was part of a worldwide tour, a secret inspection of American combat air forces for Secretary of War Henry L. Stimson. The mission had first taken him to England, Ireland, and Iceland. By 20 Oct 1942, he was flying out of Hawaii to inspect AAF squadrons battling the Japanese. His aide on the tour was Colonel Hans Christian Adamson. Piloting the plane was Captain William T. Cherry, Jr., 27, and his copilot was Lieutenant James Whit-tacker, 41. Other crewmembers included: Lieutenant John De Angelis, 23, navigator; Sergeant James Rey-

nolds, 25, radioman; and Private John Barteck, 21. Also aboard the plane was Sergeant Alexander Kaczmarczyk, 22, who was hitching a ride to Australia after being released from the hospital. Eight men started the flight, but only seven would see land again.

The Hawaii-to-Australia leg of the flight was to include fuel stops at tiny Canton and Suva Islands. A preflight briefing at Hickam Field on Oahu predicted an uneventful 10-hour trip to Canton, 1800 miles south-southwest of Hawaii. The four-engine B-17 *Flying Fortress* would be cruising at 10,000 feet with a 10-mile-per-hour tail wind. Departure was scheduled for 2230 on 20 October.

IT TOOK TWO TRIES to get the "uneventful" flight off the ground. The first attempt ended a few feet short of the bay after a hydraulic line broke and the pilot temporarily lost control of the aircraft. A second *Fortress* was brought forward and shortly after midnight the plane took off without mishap.

CAPT Cherry started his descent at 0830—one hour before their expected arrival time—but by 1015 no



LOST AT SEA !

island had appeared and only four hours of fuel remained. SGT Reynolds radioed Canton and the island of Palmyra for a radar fix. However, neither of these two forward combat bases had been able to set up navigation gear at the time of the transmission. Four hours of desperate twisting and turning across the ocean failed to produce the sight of land. By 1330 the airmen prepared to ditch.

Excess equipment was thrown overboard and the outboard engines were feathered. The last hour in the air passed like an eternity. Most of the time was spent trying to determine what had gone wrong. LT De Angelis, the navigator, decided that some of his equipment—which was transferred to this particular plane—had been damaged in the aborted takeoff attempt of the first aircraft. It wasn't until a month later that it was learned that the reported 10-mph tail wind turned out to be a 30-mph one that had driven them several hundred miles beyond Canton Island. The hours they'd spent looking for land had put them several hundred miles farther off course.

'Jumble of Sounds'

ALL THE WAY DOWN to the tumbling surface of the ocean SGT Reynolds beat out a frenzied SOS, but no one answered. "The crash was a jumble of sounds and motions," Rickenbacker later recalled.

But, the landing was perfect, as crashes go. CAPT Cherry set the plane down between huge swells so



that it came to an almost immediate stop. Floating is not what a 25-ton *Fortress* does best, and based on experience, the aircraft was not expected to float for more than a minute.

Shaking off the jolt of the landing, the men scrambled out an escape hatch and onto the wing where



"The Bug," the Vought OS-2U-3 that rescued Rickenbacker was still flying in the Pacific seven months later when this picture was made showing ENS Robert R. Ryan preparing to take off from Upolu Island, British Samoa, 29 Jun 1943.

two automatically inflating life rafts were waiting. A third raft was quickly inflated by two of the plane's crewmen. In the rush, however, the carefully laid out food and water supply was left behind and fear of being trapped in the sinking fuselage prevented anyone from returning to retrieve it. Six minutes after hitting the water, the plane tilted, tail up, and slid slowly beneath the surface.

The most important thing was that everyone had survived. COL Adamson had wrenched his back; SGT Reynolds had a large gash across his nose from being thrown into the radio gear; Private Bartek cut his fingers to the bone while trying to free the raft; and SGT Kaczmarczyk was retching uncontrollably after almost drowning in an overturned life raft. The rafts

hope to drift to the south, the direction in which the closest American-held territory lay, also 500 miles away. In any event, they realized it would be a long time before they would see land again.

"Hunger, thirst, heat and cold," is how CAPT Rickenbacker remembered the 21 days and several odd hours lost at sea. He says, "Face, neck, hands, wrists, legs and ankles burned, blistered, turned raw, and burned again." Rest was nearly impossible in the cramped rafts which jerked spasmodically against their tether lines.

THE WORST OF THE ORDEAL occurred during the first eight days at sea, when the four oranges provided the only nourishment and moisture for the men. Tem-

Above left opposite:
CAPT William T. Cherry, Jr., pilot of the downed aircraft is transported on a stretcher after his rescue while his co-pilot, LT James C. Whittacker, is seen at right (in white shirt) shaking hands with LTJG Woodward of the rescue party.



proved to be painfully small. Although the two-man rafts held their designated complement, the survivors found the five-man rafts could only accommodate three men.

The men took stock of their total hoard: a first aid kit, a signal pistol with 18 flares, two hand pumps for inflating and bailing out the rafts, two sheath knives, a pair of pliers, a pocket compass, two revolvers, two collapsible bailing buckets, three sets of patching gear, several pencils, a map of the Pacific, 60-feet of rope, two fishing lines, and a copy of the New Testament. Their only food was four oranges.

Surviving the Elements

NEAREST LAND TO THE CRASH SITE, the men guessed correctly, was the Japanese-held Gilbert Islands, 500 miles to the west. The downed airmen could only

porary respite arrived as the afternoon of the eighth day dragged toward sunset; as the men dozed restlessly in the rafts a seagull perched upon the battered felt hat that was pulled low over CAPT Rickenbacker's eyes. He reached up, "slowly and surely," he says, and plucked the bird from his hat. The starved crew wolfed down the raw, fishy-tasting gull, leaving only small pieces to use as bait. Fish that had been lingering tauntingly under the rafts for days immediately snapped up the barbs and later that night rains provided the men with their first water in eight days.

COL Adamson and SGT Kaczmarczyk continued losing strength. Finally efforts to bring the sergeant out of his delirium failed and early the morning of the 13th day he died. On the 15th day CAPT Cherry and LTs Whittacker and De Angelis set out in their

LOST AT SEA !

raft on an unsuccessful search for land; they returned the following day. Sounds of aircraft filled the overcast sky on the afternoon of the 17th and two planes were sighted on the 18th day and four more on the 19th day. CAPT Boutte believes those planes must have been from his squadron, although Japanese aircraft also patrolled in the area with some regularity.

Certain they were nearing an air base, CAPT Cherry again decided the time had come to split up and give the planes more than one chance to spot the survivors. Rickenbacker opposed the idea, restating his belief in the ability to survive longer as a group. Despite the veteran aviator's opposition, CAPT Cherry cast off alone in the smallest raft in late



afternoon of the 20th day. He had almost disappeared from sight when LTs Whittacker and De Angelo and a gravely ill SGT Reynolds decided to follow. By nightfall both rafts were out of sight of Rickenbacker, Adamson and Barteck.

First Raft Sighted

CHERRY'S PLAY was admittedly wild, especially since there was no way of knowing in which direction help lay. But it worked. He was sighted by those two Navymen just a few hours later and 25 miles after leaving the other rafts. Radioman Boutte, the man who first spotted the small raft bobbing below, calls the sighting "lucky"—lucky in that the patrol plane was flying at a low altitude and there were not a lot of whitecaps. Boutte notified a nearby PT boat to go in for the pickup and LT Woodward headed his aircraft back to their home base on the island of Funafuti. The four-plane Funafuti detachment was

from a scouting squadron (VS1-D14) based on Pago Pago, American Samoa.

Scouting squadron crewmen generally alternated between morning and afternoon patrol flights, usually averaging one flight per day. But on the morning of 12 November, the morning following CAPT Cherry's rescue, all four of the detachment's planes were in the air at first light. This time, ARM1 Boutte was radioman aboard the plane flown by LT William F. Eadie, which was scouting with a second plane. Around noon, a radio message told of three men in a raft being sighted on an uninhabited island and that a doctor was being dispatched to the scene.

THAT LEFT THREE more men to locate. The planes droned on with the search. After nearly 10 hours in the air, the men of the plane flying alongside the Eadie-Boutte craft—LTJG Gaylord Forest and Aviation Radioman Ian McDonald—spotted the last raft. In it were CAPT Rickenbacker, COL Adamson and PVT Barteck, all of whom had been listening to the sounds of the searching planes for a full 30 minutes before being spotted at 1600.

The planes circled overhead, both pilots waved, then turned their crafts and flew away. Frightened at being left adrift for another night, the men were puzzled as to why the planes had left. They considered dozens of reasons, but overlooked the obvious; after 10 hours in the air, the planes were low on fuel. Forty-five minutes later, the planes emerged from a rain squall and headed for the rafts. One plane remained circling in the evening sky while LT Eadie landed and taxied to the raft.

'Praise the Lord'

"PRAISE THE LORD and praise the United States Navy," is the greeting that CAPT Boutte remembers Rickenbacker saying. In his autobiography, the World War I ace says, "They were the finest looking young men I had ever seen." CAPT Boutte also recalls that once the bobbing raft was secured to the plane, CAPT Rickenbacker, showing the effects of 21 days adrift, insisted on formally introducing himself and his companions before boarding the aircraft.

It was almost dark now and the problem was how to get five men back to home base in a two-seated plane. Rickenbacker was at first fearful the plane would leave them and have to send back a larger PBY aircraft in the morning, but LT Eadie assured him they would all be able to make the trip back in the OS-2U craft.

Eadie said he would taxi the whole way back to Funafuti.

Preparations were made for the trip. COL Adamson, the most critically injured, was placed in the radioman's seat. CAPT Rickenbacker and PVT Barteck were lashed to the forward edge of the wing on either side of the cockpit. Radioman Boutte clung to the wing as the plane began churning along the surface for the eight-hour trip back to Funafuti.

But, half an hour later, the plane was joined by

a PT boat and two survivors were transferred to the boat; COL Adamson remained aboard the first aircraft for the remainder of the trip.

Rickenbacker, once described as a fearless individual who had slugged it out numerous times with death "and lived each time to answer the bell for the next round," was true to form. After little more than a week convalescing on Pago Pago, he resumed his inspection tour to Australia. Most of the other men took longer to regain their strength.

More Than A Rescue

THE RICKENBACKER RESCUE was more than just headlines. In his report to the Secretary of War, Rickenbacker made many recommendations for changes in survival equipment to be carried in aircraft. CAPT Cherry, ordered to Washington, D. C., advised on the development of the new gear. One recommendation was that the so-called five-man rafts be enlarged so they could really hold five men. Additionally, most of the gear aboard the rafts had not been waterproofed and a good deal had become corroded and useless halfway through the ordeal. The new survival gear,

Far left: The rafts which saved the lives of CAPT Rickenbacker and party. He, COL Hans C. Adamson and PVT John Barteck stayed afloat on the larger raft about three weeks while CAPT William T. Cherry, Jr., was rescued from the smaller one. At right, Rickenbacker talks to his rescuer, LT Eadie (left), while LCOL J. T. Smith, USMC (center), looks on.

which included a water distillation system, became known as the "Rickenbacker Raft" by World War II aviators.

CAPT Boutte wears an Air Medal as a result of his spotting CAPT Cherry and his assistance in the rescue of the last raft. LT Eadie was also awarded the Air Medal for the second sighting and for the 40-mile, eight-hour surface trip back to Funafuti. LT Woodward was given a citation for the rescue and later earned the Air Medal for his work as officer in charge of the patrol squadron detachment on Funafuti.

Crossing Paths

DAYS LATER, after the medals were pinned, citations read, and press reports filed, the men all went their separate ways, but their paths were destined to cross again.

Radioman Boutte was selected to be a naval aviator, later won his wings, and received his commission in December 1944. He returned to the combat zone after commissioning and saw limited combat action near Eniwetok Atoll while flying ASW patrols against the Japanese.

He continued to advance through the ranks and on 1 Jul 1970 retired, with 30 years of naval service. His last duty was as commanding officer of the Norfolk-based Fleet Tactical Support Squadron One (VR 1). Now a resident of Orange Park, Fla., he manages an employment office in Jacksonville.

In 1943 LT Eadie returned to stateside duty and by the end of 1944 had advanced to the rank of commander. In January 1945, the war was nearing the end, but CDR Eadie would not see it—he died in the naval hospital at Pearl on 8 Jan 1945 following a jeep accident at Hickam Field.

Boutte's path crossed that of LT Woodward's while the then-Cadet Boutte was undergoing flight training. They talked briefly, but were never to meet again. Hawaii again became the focal point for tragedy for one of the Rickenbacker rescuers. Three weeks before marking his 17th year in the Navy, on 24 Dec 1957, CDR Woodward was killed when his WF-2 crashed



at sea. In a letter to the commander's wife, Betty Jane, CAPT William J. Scarpino, CO of Airborne Early Warning Squadron 14, spoke of the commander's last act as "an unselfish attempt to restore loss of power and save the aircraft rather than prepare for the ditching he must have known was inevitable."

LTJG Forest, like Boutte, remained in the Navy and also retired as a captain.

It was 21 years before CAPT Boutte would see Rickenbacker again and it would come as an unexpected, but pleasant, surprise. The men of Patrol Squadron 16 (VP 16) arranged the event by having CAPT Rickenbacker on hand the day CAPT Boutte took command of the squadron. CAPT Boutte recalls with a smile that he asked the World War I ace to "say a few words" at the ceremony. Rick, never one to turn down an opportunity to talk about aviation, spoke for 20 minutes.

—JO2 Robert Mercer

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers 164, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Deep Freeze Cat

SIR: In the March 1972 issue of ALL HANDS, the article on Navy pets contained a story about the cat at McMurdo Station Antarctica during Deep Freeze '71.

Several items in the story are in error, and I would like to clarify them.

First of all, the cat may have been called by several names. However, "Katsufakis" instead of "Kitty Kat" was her most esteemed and ostentatious monicker. The cat never belonged to me, but I suggested the name in honor of Dr. John Katsufakis, of Stanford University, who has been active in Antarctic scientific research and development for many years.

Second, Katsufakis was not the first cat in Antarctica by any means. The British have been keeping cats as Winter Over pals for years.

I have spent three winters at McMurdo Station and have seen a menagerie of pets brought to the ice by Navy men from New Zealand. Not only cats, but also dogs—including a corgi—parakeets, budgies and white mice to name a few, not to mention bugs and various insects that have been found in fresh provisions during the summer and, fantastically, in vacuum-sealed canned goods during the dead of winter.

Aside from animals, the sailors have introduced plants and seeds along with common soil in an effort to grow a "pet." I have seen corn, onions, a lemon tree, and even common weeds being faithfully and religiously nurtured. I myself kept a green mold in a culture dish I acquired from the dentist.

Third, Katsufakis was brought to the ice in early November via the last flight in February. I don't have any idea who the Navyman was who brought her, but she started out living in the VXE-6 Photo Lab. The sailors there couldn't keep her so they gave her to RMC Harold MacPherson and he kept her at the Amateur Radio Station.

Shortly after Chief MacPherson acquired the cat, he had occasion to conduct a phone patch for Dr. Katsufakis, who was at McMurdo at the time. The chief told Dr. Katsufakis about the cat and the story about her name. The doctor was honored, and he didn't waste any time telling his wife about it over the radiotelephone

connection. She was also enthusiastic.

During the winter-over months Katsufakis lived at the Radio Transmitter Site. (The message mentioned in the ALL HANDS article was drafted by HMC Robert Dinsmore and for some obscure reason he omitted the cat's most popular name.)

All this is not meant to be critical of the ALL HANDS article. I only offer it as additional information for your magazine's readers.—RMC Billy A. Baker.

Sea/Shore Tour Length

SIR: In reference to the ALL HANDS Dec 71/Jan 72 issue, page 21, article, "New Sea/Shore Tour Lengths," I would like to know how it applies to me. Do you have more information on the same?—FTG2 C. E. A.

• The article, "New Sea/Shore Tour Lengths," in the Dec 71/Jan 72 issue of ALL HANDS was based on BuPers Notice 1306 of 27 Aug 1971, a copy of which is available for your review in the personnel office. This notice contained a complete listing of all sea/shore tour lengths effective in August 1971, which includes numerous changes. Some tours were not changed but were included to provide a single source of information concerning tour lengths.

Sea/shore tour lengths for FTG2 were not changed during this update and were recorded as 72 months sea—24 months shore. Since publication of the August notice, however, requirements and manning for FTG2 have changed to allow rotation on the basis of 66 months at sea—24 months ashore. Accordingly, a planned rotation date (PRD) has been established for you as November 1974. This means that, unless you volunteer to remain at sea beyond this date, orders to shore duty will be issued about July 1974. In this connection, you should insure that your duty preferences are current and any special information should be made known to your detailee prior to the July 1974 time frame.

Most of the information presented in the preceding paragraph is available through your personnel office or command career counselor. The new BuPers publication, LINK, is also an outstanding source of current information.—Ed.

Beneficial Suggestions

SIR: I am a civilian employee of the U. S. Navy, and I would like to make an inquiry regarding the difference between a local and a Navywide adoption of beneficial suggestion.

A beneficial suggestion that was locally adopted is given a corresponding local award. Now, I would like to clarify whether the same suggestion merits an additional award if it was adopted by other stations or elsewhere in the Navy. Furthermore, I would like to know what particular officer or Systems Command has cognizance over the Navywide Incentive Awards Program?—A.B.B.

• An additional award may be in order. When a suggestion is circulated to other activities for information and optional adoption, the adopting activities report the benefits that will accrue for the first year after implementation to the suggester's activity. Upon receipt of all the other reports, the suggester's activity totals the savings and computes the total award in accordance with the tangible and/or intangible award scales contained in Civilian Manpower Management Instruction (CMMI) 451 (for civilian employees) or SecNavInst 1650.24A (for military personnel). The scales in both instructions are identical.

The Director of Civilian Manpower Management (DOCMM) is responsible for the administration and operation

of this program for Navy civilian employees. The DOCMM is also responsible for the overall administration of the Department of the Navy Cash Awards Program for Military Personnel while the Chief of Naval Operations and the Commandant of the Marine Corps are responsible for its operations within their respective commands.—ED.

Fouled Anchor Device

SIR: A civilian friend recently asked me about the tradition behind the fouled anchor chain used on the chief's insignia. I've heard much speculation concerning the reasons for its use but have found nothing which verifies any theory. Could you please provide me with some information on this subject?—HM1 M.W.E.

• Much research has been undertaken in the past to uncover the probable origin of the fouled anchor but as far as its adoption and use by the Navy is concerned, we can only quote regulations issued by the Secretary of War 'way back in June 1797. These regulations provided for "a blue uniform with buff lapels with gold epaulettes for the Captain and the buttons of yellow metal having a foul anchor and the American eagle on them."

While this is, to the best of our knowledge, the first appearance in the United States of the fouled anchor, it is not exactly a distinguishing mark

or insignia as we know it today. It first appeared as a distinguishing emblem in 1830 when midshipmen wore on their collars fouled anchors embroidered in gold under the oak leaf and acorns. When they became passed midshipmen, the anchor was backed with a five-pointed star of white cloth on the collar.

There seems to have been no special reason for selecting the fouled anchor in this case, as the plain anchor was also used as a distinguishing mark at the same time. According to a Royal Navy source, "The fouled anchor as a naval badge got its start as the seal of the Lord Howard of Effingham, who was the Lord Admiral of England at the time of the defeat of the Spanish Armada in 1588." The source added that in those days the personal seal of a great officer of state was adopted as the seal of his office. This was apparently the case with the fouled anchor, which still remains the official seal of the Lord High Admiral of Great Britain.

When the Lord High Admiral's office in the British Navy became part of the present Board of Admiralty, the seal was retained—on buttons, official seals and cap badges. This, of course, does not necessarily account for the U. S. Navy's adoption of the fouled anchor, although many of our customs can be directly attributed to the influence of British naval traditions. The fouled anchor may have been among them.—ED.

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letters

First Five-Star Rank

SIR: In the Letters to the Editor section of the May issue of ALL HANDS, you discussed General Pershing's relation to the five-star ranks, but should have mentioned as well that the Navy had the first "super-grade" flag officer. In 1898 Admiral Dewey was, by Act of Congress, promoted to Admiral of the Navy—a rank he was to hold for life and which would expire on his death so that no other officer would ever hold it. Similarly, General Pershing's promotion to General of the Armies was also unique for him. The later five-star grades were established as Fleet Admiral and General of the Army to retain the unique character of Dewey's and Pershing's titles.

Incidentally, Dewey's Admiral of the Navy uniform coat, displayed in the Navy Memorial Museum in Washington, bears only two stars!—R. C. S.

•We regret that we missed the opportunity to touch upon Admiral Dewey's "six-star" rank in the discussion of General Pershing's rank (ALL HANDS, May 1972, p. 60). In the past we have informed our readers of Admiral Dewey's special status of Admiral of the Navy (ALL HANDS, January 1964, p. 11).—ED.

Tuition Aid for Officers

SIR: Why don't officers get the same tuition assistance that enlisted men are eligible to receive? Officers are required to remain on active duty for two years after completion of a course for which any tuition aid was received.

No one should be discouraged from voluntarily furthering his education. Please advise.—LTJG J. D. M.

•The requirement that officers are required to remain on active duty for two years after completion of a course for which any tuition aid was received is contained in a recurring provision of the Department of Defense Annual Appropriations Act which first appeared in fiscal year 1955 and has been included on a continuing basis in subsequent legislation.

The Navy's policy is to encourage the maximum participation of its members in off-duty study through tuition assistance. Accordingly, the Assistant Secretary of the Navy (Manpower and Reserve Affairs) recommended to the Department of Defense that action be initiated to eliminate the two-year obligation for tuition assistance in the case of commissioned officers. However, the attempt to amend the legislation was not accepted by Congress and the provision requiring obligation was retained.—ED.

Dates of Rank for WO's

SIR: The Commissioned and Warrant Officer Register lists approximately 100 CWO-3s who have a date of rank of FY 71. My interpretation of NavOp 31 is that this group would have their minimum of two years in grade in FY 73, thereby qualifying them for promotion two years earlier than previously allowed. Based on this assumption, the FY 71 year group of CWO-3s should have been eligible for screening by the W-3 and W-4 Promotion Board of 16 May 1972. However, none was screened.

A newspaper recently quoted the Promotion Board as saying that the first new input will not be eligible for W-4 until FY 75. This would be the normal in-grade time of four years for temporary promotion to W-4 for CWO-3s in year group FY 71.

Am I in error in my interpretation of NavOp 31? What was the Promotion Board's interpretation of NavOp 31? What is the earliest date of rank that the March 73 Warrant Officer Promotion Board will consider eligible for W-4 selections?—CWO3 A.S., USN.

•We have been informed that your interpretation of NavOp 31 is correct in that CWO-3s with two years in grade can be considered for deep selection to CWO-4. Statutory requirements are such that there must be "in-zone eligibles" before a selection board can consider those below the zone. Such was the case this year; there were no CWO-3s in-zone eligibles—consequently, no below-the-zoners were considered.

This situation will exist again in FY 74 as no CWO-3s will be in zone

for promotion to CWO-4. The FY 75 selection board will consider both in-zone and below-zone CWO-3s as it is the next board that has CWO-3s in zone. The FY 74 selection board would consider those CWO-3s that had a date of rank of 1 Jul 1970 or earlier. As noted there are no CWO-3s with a date of rank that would make them eligible for selection to CWO-4.—ED.

Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine (Pers 164), Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370, four months in advance.

•USS Chikaskia (AO 54)—A reunion of crews from 1960-67 will be held on 10 Mar 1973 in Norfolk, Va. Contact BMC D. F. Holland, Navy Recruiting Station, 74 E. Gay Street, Columbus, Ohio 43215.

•Pearl Harbor Survivors Association—National Convention will be held 4-8 Dec 1972 in New Orleans, La. Contact PHSA, P.O. Box 9212, Long Beach, Calif. 90810.

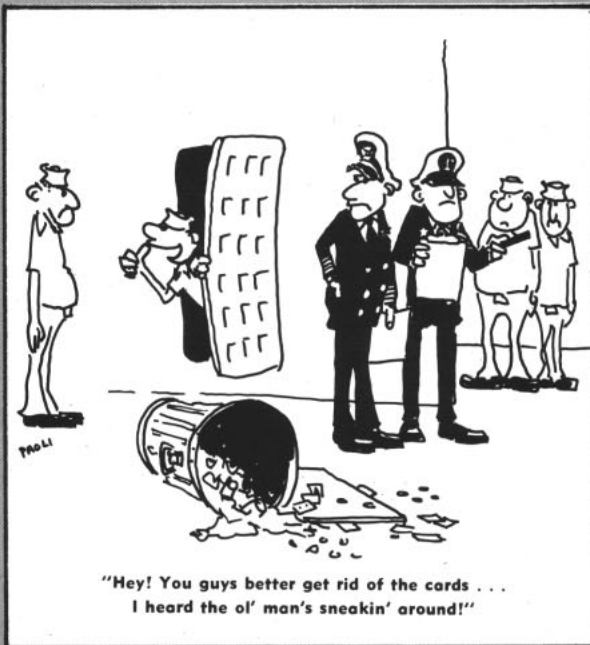
•NAS Lincoln, Neb.—All past members of that air station. A reunion is planned for July 1973 in Lincoln, Neb. Contact John D. Cejka, 3145 N. 66th St., Lincoln, Neb. 68507 (402) 466-7054, or George Neberman, 3140 N. 60th St., Lincoln, Neb. (402) 434-7673.

•USS Charrette (DD 581)—A reunion will be held on 27 Jul 1973. Contact George J. Sumner, Rt. 6, Box 23, Tifton, Ga. 31794.

•USS Essex (CV 9) (CVS 9)—A convention will be held 7-9 Aug 1973, instead of 21-23 Aug 1973 as previously reported, in New Orleans, La. Contact USS Essex CV 9, Inc., P.O. Box 10123, Louisville, Ky. 40210.

•USS Change (AM 159)—A reunion is being planned for late 1972 or early 1973. Contact Robert Abell, 809 Baltimore Ave., Clarksburg, W. Va. 26301, or John K. Tabor, 1500 Oliver Building, Pittsburgh, Pa. 15222.

IC1 Jeremiah H. Pooli



on the serious side

STG3 Michael E. DeStefano



HMA Robert P. Adams



HM Michael L. Herron



TAFFRAIL TALK

"BANJO BEN" BLAKEMAN has retired.

Banjo Ben is an entertainer of some degree of fame. He has appeared in a full-length movie, several television advertisements, television variety shows and nightclubs. What he does best—as you have probably guessed from his nickname—is play the banjo.

But it isn't his banjo that "Banjo Ben" has hung up. Rather, it's his chief's cap. For the better part of the past 34 years, "Banjo Ben" has been officially known to the U. S. Navy as Chief Boatswain's Mate Benjamin Blakeman.

Ben was born 58 years ago in New Orleans, where at age seven he began playing the banjo. His teacher was Manuel Manetta, the same man who taught a guy named Louis Armstrong to play the trumpet.

Ben went west to school and played football at Southern California. He joined the California National Guard in 1938. He worked his way out to Hawaii, and on 7 Dec 1941 he found himself at Pearl Harbor—in the midst of the Japanese attack. He joined the Navy early in 1942 and was a diver until a case of the bends hospitalized him for 13 months.

SINCE THAT TIME Ben has served at a variety of ships and stations, including five tours off the coast of South Vietnam. His military medals and decorations are numerous.

But Ben was busy at other activities during all this time. Continuing his athletic pursuits, he was once fleet boxing champion and tournament director for Navy athletic and talent contests. His first love, however, was the banjo.

In 1968 he won the worldwide All-Navy Talent Contest and was subsequently a guest on the Ed Sullivan, Merv Griffin and George Jessel shows. Last year he headed a group of musicians who serenaded visiting progressive jazz star-composer Dave Brubeck at Honolulu International Airport, and he recently performed at Navy receptions honoring Bob Hope and Sammy Davis, Jr. In 1964 he portrayed a lieutenant commander in the movie "In Harm's Way." The list goes on and on, including television commercials, night spots and service clubs.

Ben's retirement may prove as busy as his service days. The first thing he plans is sailing to the Mediterranean on the ss *Statendam* and entertaining passengers. That one just may be the first of many world cruises. Otherwise, Ben plans to sit on the front porch of his new hillside home overlooking Kailua-Kona, Hawaii, and do what he has been doing for more than 50 years now—play the banjo and watch the waves roll in.

The All Hands Staff

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• **HANDY FOR CONVERSATION**—A Navy signalman aboard USS Benjamin Stoddert (DDG 22) "talks" to a supply ship with semaphore flags in the Western Pacific during a pause in operations. Photo by PHCS William H. Powers.



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